

A black and white illustration depicting a powerful display of airpower. A large rocket is launching vertically from the left, with a massive plume of fire and smoke trailing behind it. To the right, five fighter jets are shown in formation, banking sharply upwards and leaving long, dark smoke trails. Below the aircraft, a detailed aerial view of a city, presumably Dallas, is visible, showing a dense grid of streets and buildings. The overall composition is dynamic and emphasizes military might.

Airpower: Spotlight on Dallas

Dallas

AUGUST • 1958



CONSIDER

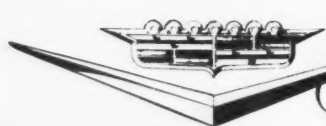


PLEASE CONSIDER FOR A MOMENT . . .

. . . what you receive in a 1958 Lone Star Cadillac. You purchase far more than a perfectly engineered motor car with unrivaled comfort and convenience. You are also investing in a fine automobile you will cherish and trust, a car designed for years of pleasure and safety.

Lone Star maintains a modern and complete Service Department with a staff of 73 award-winning Craftsmen with years of factory training . . . men who have a sincere interest in the enjoyment you receive as a Lone Star Cadillac owner.

You are cordially invited to visit Lone Star Cadillac's showroom today — to see and drive your choice of the twelve incomparable Cadillac models for 1958.

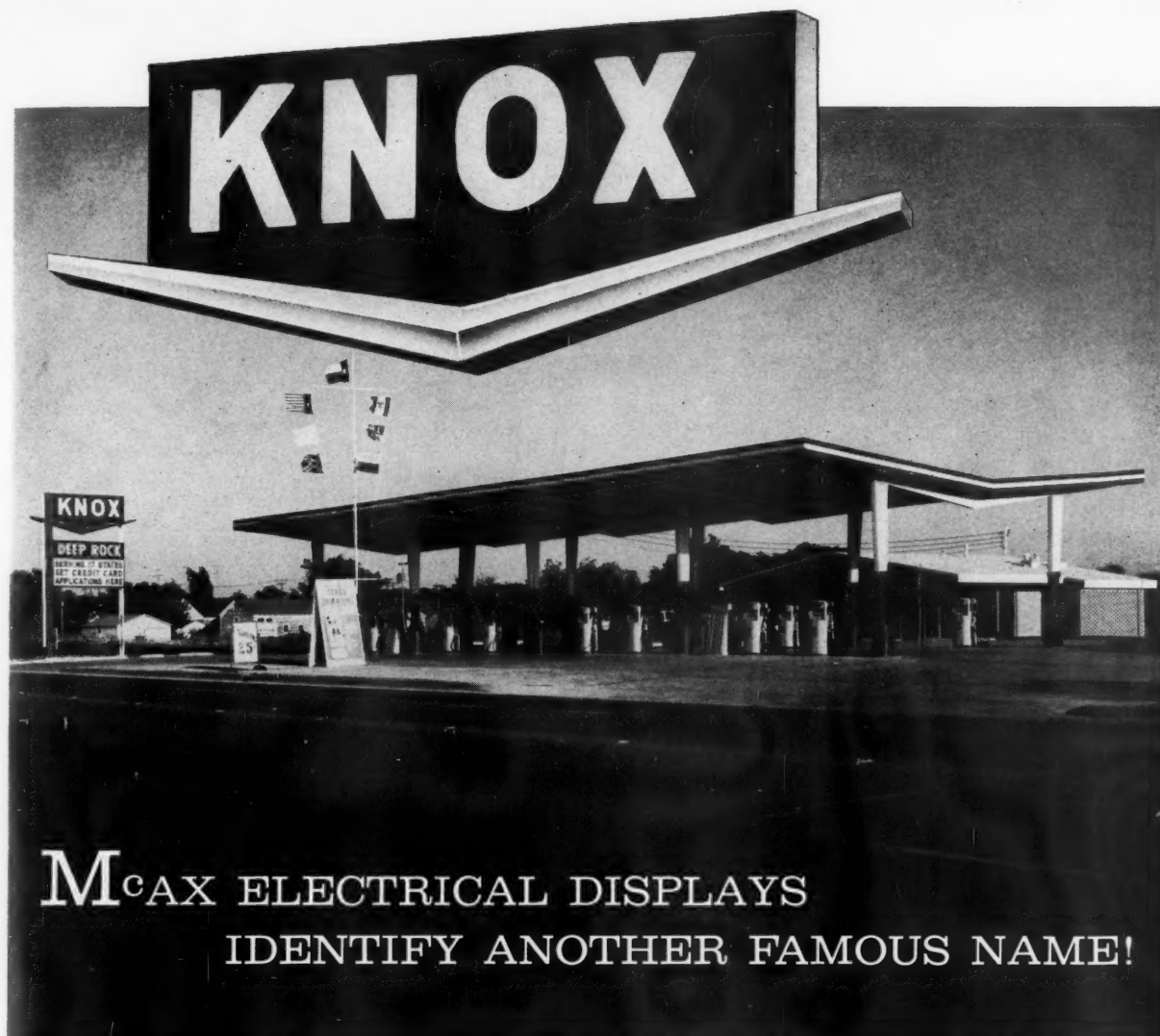


LONE STAR

Cadillac

COMPANY

ENTIRE BLOCK 2300 ROSS AVENUE • DALLAS, TEXAS • RI 2-7222



McAX ELECTRICAL DISPLAYS IDENTIFY ANOTHER FAMOUS NAME!

Knox Oil Company of Texas, distributors of Kerr-McGee's Deep Rock Petroleum Products, have joined the ranks of many famous oil industries using service station identification displays by McAx.

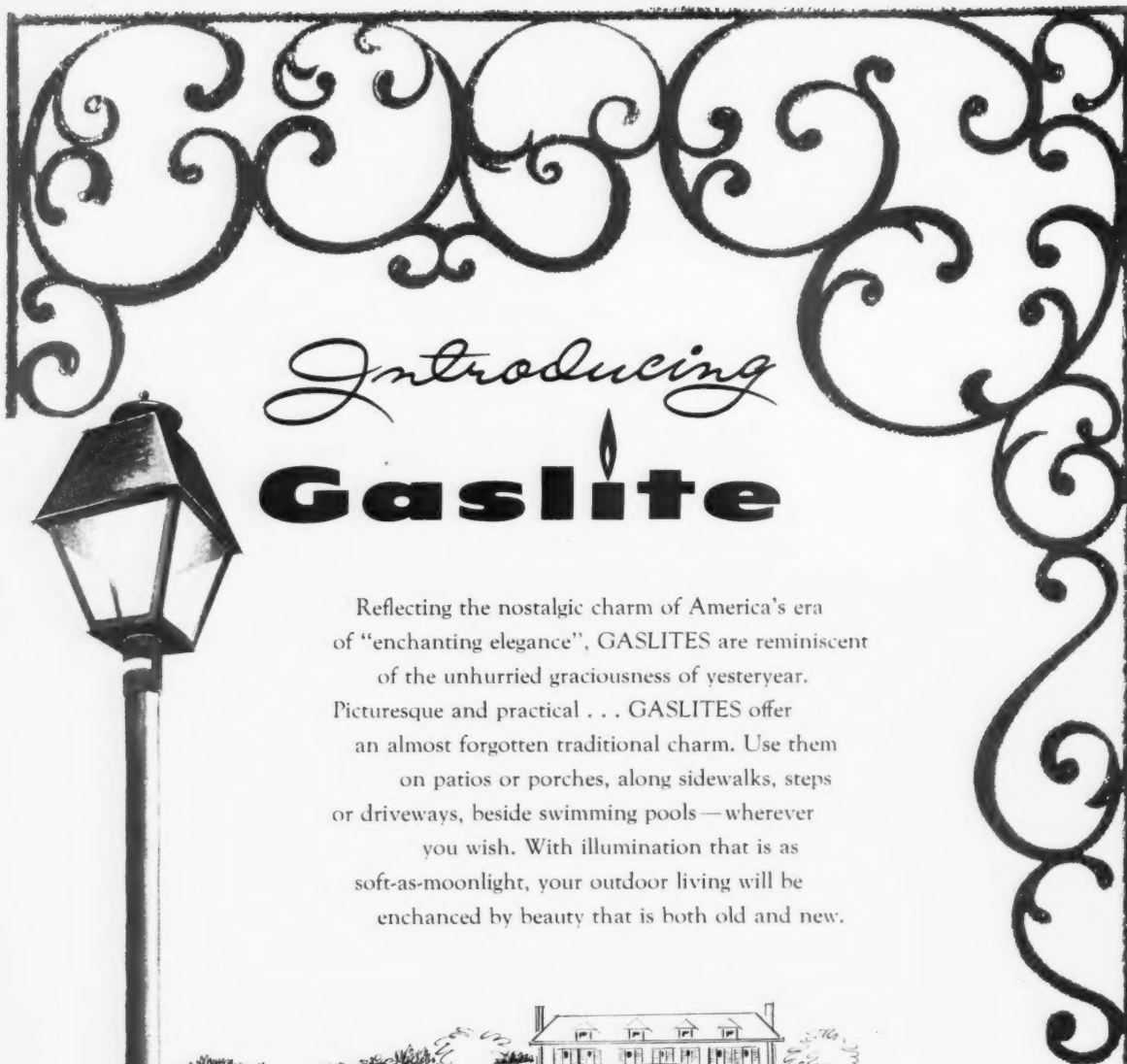
The ground display of this unusual Knox Service Center in the Polytechnic section of Fort Worth features the Knox name in brilliant translucent letters of yellow plastic mounted over an arrow of genuine 22-karat ceramic gold . . . the newest of all McAx Lifetime Porcelain Enamel finishes.



McAX CORPORATION

628 Third Ave. • Dallas 26, Texas

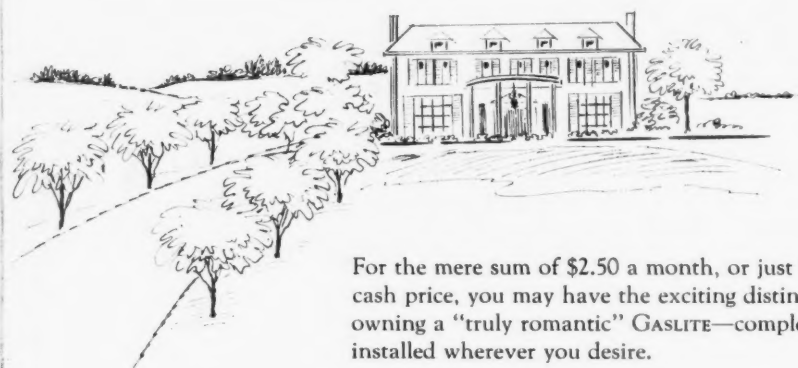
ENGINEERS, DESIGNERS & MANUFACTURERS OF PORCELAIN ENAMEL and SIGNS OF ALL KINDS



Introducing **Gaslite**



Reflecting the nostalgic charm of America's era of "enchanted elegance", GASLITES are reminiscent of the unhurried graciousness of yesteryear. Picturesque and practical . . . GASLITES offer an almost forgotten traditional charm. Use them on patios or porches, along sidewalks, steps or driveways, beside swimming pools—wherever you wish. With illumination that is as soft-as-moonlight, your outdoor living will be enhanced by beauty that is both old and new.



For the mere sum of \$2.50 a month, or just \$49.50, cash price, you may have the exciting distinction of owning a "truly romantic" GASLITE—completely installed wherever you desire.

And like the price, the operating cost is very low, as it is with all GAS appliances and equipment. In fact, GASLITES are so inexpensive to operate that there's no need for bothersome on-and-off operation.

Add traditional charm to your home now—with GASLITES.

call **LONE STAR GAS COMPANY**

re·lent'less: *a missile that pierces hostile sky to pinpoint its nuclear strike*

When a target's latitude and longitude are marked on this missile's brain, an appointment has been made.

To keep its rendezvous, the Chance Vought *Regulus II* performs miracles of navigation: it will launch stealthily from submarines — nuclear and conventional — from surface craft and mobile shore launchers. It will compensate automatically for wind and weather and for the earth's rotation. It will detour enemy strongpoints, outfox known counterweapons. Closing in on its quarry, it can abruptly descend from over 60,000 feet to smoke-stack height to escape radar detection.

In minutes, *Regulus II* can pierce over 1,000 miles of hostile sky to score a nuclear bull's-eye.

The first of the Navy's nuclear-driven subs, designed to roam the seas as unseen *Regulus II* bases, is now in construction. The missile itself has made over 25 successful flights. Under Navy leash in key locations, it will be a relentless watchdog for peace.

CHANCE **VOUGHT AIRCRAFT**
INCORPORATED DALLAS, TEXAS



Dallas *Pioneers*



Established

1857 Sanger Bros.
in Texas

Opened Dallas Store in 1872

1869 The Schoellkopf
Company

Manufacturers and
Wholesale Distributors

1872 Huey & Philp
Company

Wholesale Hardware, Hotel and
Restaurant Supplies & Equipment

1875 Dallas Transfer &
Term. Whse. Co.

Warehousing, Transportation,
and Distribution

1876 Trezevant &
Cochran

Insurance Managers

1878 National Bank
of Commerce

Banking

1885 Mosher Steel
Company

Structural Reinforcing
Steel and Machinery Repairs

1889 J. W. Lindsley
& Company

Real Estate and Insurance

1890 William S.
Henson, Inc.

Advertising Printing

1893 Oriental Laundry
and Cleaners

Finer Laundering, Cleaning,
and Fur Storage

1897 Anderson
Furniture Co.

Dallas' Oldest Furniture Store



PERHAPS Dallas' first aeronautical engineer, Maurice M. Titterington is credited with the design of the first earth induction compass used on the Lindbergh Flight. He is shown, in the above photograph, in his backyard Oak Cliff workshop about 1910. Born in Paris, Texas in 1891, Titterington was educated at Dallas High School and the University of Dallas. In 1913 he joined the Curtiss Airplane Company and in 1914 became associated with Lawrence Sperry of the Sperry Gyroscope Company in the design of stabilizers. He represented Sperry with the British and French Air Forces in 1915 and 1916 and in 1917 returned to head the Sperry Instrument Department. In 1920 he became Vice-President and chief engineer of the Pioneer Instrument Co. Later he was killed in an airplane accident. In the center of Dallas in 1910 the firm of Loughboro & Moser, now the Moser Company, opened an office at 111 Martin Street, then known as "Real Estate Row." The early business of the firm centered in development of residential property in the Ross Avenue Area adjacent to the present Sears, Roebuck Store. During the twenties the firm developed properties further North and East of this Greenville Avenue Area. In 1932 the present partners, A. C. Moser Jr. and Jack Moser joined the company. During the post-war years this firm has played an important part in locating many national firms in Dallas industrial districts. Now in its forty-eighth year The Moser Co., Realtors, does an extensive business in commercial and industrial properties and is located in the Mercantile Commerce Building.

Business Confidence Built on Years of Service

Old firms like old friends demonstrate their worth by dependable service through long periods of prosperity and adversity. The Dallas business pioneers listed on this page have progressed with the city they have helped to build. Their long and successful operations point up to the economic power and stability of the community. They are counted as "old friends" by thousands of satisfied customers in the Dallas Southwest.

Established

1898 Praetorian Mutual
Life Ins. Co.

(Formerly The Praetorians)

1902 Cullum &
Boren

Red Fox Athletic Uniforms
Wholesale and Retail Sporting Goods

1902 Hunter-Hayes
Elevator Co.

Passenger, Freight and Home
Elevators

1903 Republic Insurance
Company

Writing Fire, Tornado, Allied Lines,
Inland Marine, and Automobile
Insurance

1903 First Texas Chemi-
cal Mfg. Company

Pharmaceutical Manufacturers

1904 Burton & Wilkin

Over 100 Kinds of Insurance Sold

1906 Hesse Envelope
Company

Manufacturers of Envelopes
and File Folders

1907 A. C. Horn &
Company

Commercial and Structural
Sheet Metal

1910 Moser Co.
Realtors

Industrial and Commercial
Leases and Sales

1911 Graham-Brown
Shoe Company

Manufacturing
Wholesalers

1914 Texas Employers
Insurance Ass'n.

Workmen's Compensation
Insurance

CONTENTS THIS MONTH

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Advertising Assistant

ON THE COVER: Dallas' contributions to airpower and the space age are powerfully presented on this month's cover which was designed and painted by J. L. Pass, member of the Special Effects Department of Chance Vought Aircraft Company.

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Dallas

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NUMBER 8

ESTABLISHED IN 1922

BY THE DALLAS CHAMBER OF COMMERCE IN THE INTEREST OF DALLAS AND THE SOUTHWEST

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*"Why don't you give the First in Dallas
an opportunity to say YES"*



FIRST NATIONAL BANK IN DALLAS
Member Federal Deposit Insurance Corporation

DALE MILLER'S

WASHINGTON

REPORT

Freedom and Foreign Aid



During the closing weeks of the Congressional session the Republican President of the United States and the Democratic leaders of the House and Senate joined forces again, as they have repeatedly in recent years, to win from a skeptical Congress another appropriation of billions of dollars for foreign aid, thus perpetuating the routine instituted by the Marshall Plan more than a dozen years ago of combatting the spread of Russian communism with the distribution of American money. The bi-partisanship exemplified by these leaders is commendable, to be sure, and the objective they seek is assuredly beyond cavil, yet no objective observer of world events in recent months and years can feel wholly convinced at this late hour that this "diplomacy of dollars" is the definitive answer to our problems abroad.

In view of the position firmly taken by the leaders of both political parties, it may seem somewhat heretical to register a dissent, but it seems to me that we cannot escape an awareness of the fact that, after years and years of funneling billions of dollars into the coffers of dozens of nations throughout the world, American prestige abroad is today at its lowest ebb. In many of the countries in which much of our money has gone — in the Middle East, in South America, and in other sensitive areas of the globe — our leaders have been insulted, our embassies stoned, and our friendship derided and scorned.

To say that such demonstrations are the work of agitated minorities, or to assert that such crises would have been worse had not our largess been so liberally provided, may afford us a superficial comfort, but they do not gainsay the palpable fact that communism has continued to inch its insidious way over widening areas of the earth's surface since our announced determination to contain it, and that the spread of this nefarious

ideology evinces no sign of abatement in the foreseeable future. The cold fact of the cold war is that we have progressively lost ground in our world-wide struggle against communism. It is by no means heretical to suggest, therefore, that there may be some fallacy, some *basic* fallacy, in what we have conceived to be a foreign policy.

So clearly apparent is the presence of some such fallacy in our program that it seems remarkable that we have gone on complacently year after year and made no real effort to detect it. More than five years ago, in the March, 1953, issue of DALLAS, an article on this page averred that "our foreign policy has produced some disturbing economic and social consequences in a number of nations," continuing: "On the economic plane, we have learned that our benefactions first served a useful purpose by coursing through the economic organisms of those nations as a wholesome stimulant at a desperate hour, but that over the years the largess has become so habit-forming that its withdrawal now would precipitate the very economic distress which it was intended originally to prevent.

"And on the social plane," the article continued, "we are learning more every day that the ostentatious manifestations of our wealth nourish envies and resentments among those less fortunate peoples whom we patronizingly have decreed should be the beneficiaries of our bounty. . . . The responsibility seems clearly before us to re-orient our thinking in the light of experience, and to develop a foreign policy that is not only enlightened in principle but forthright and realistic in practice. For our dollar diplomacy of the past few years has exposed its Achilles' heel. Our money may have bought us a respite from war and enemies, but it has won us neither peace nor friends."

Those reflections from five years ago warrant some repetition now if only to

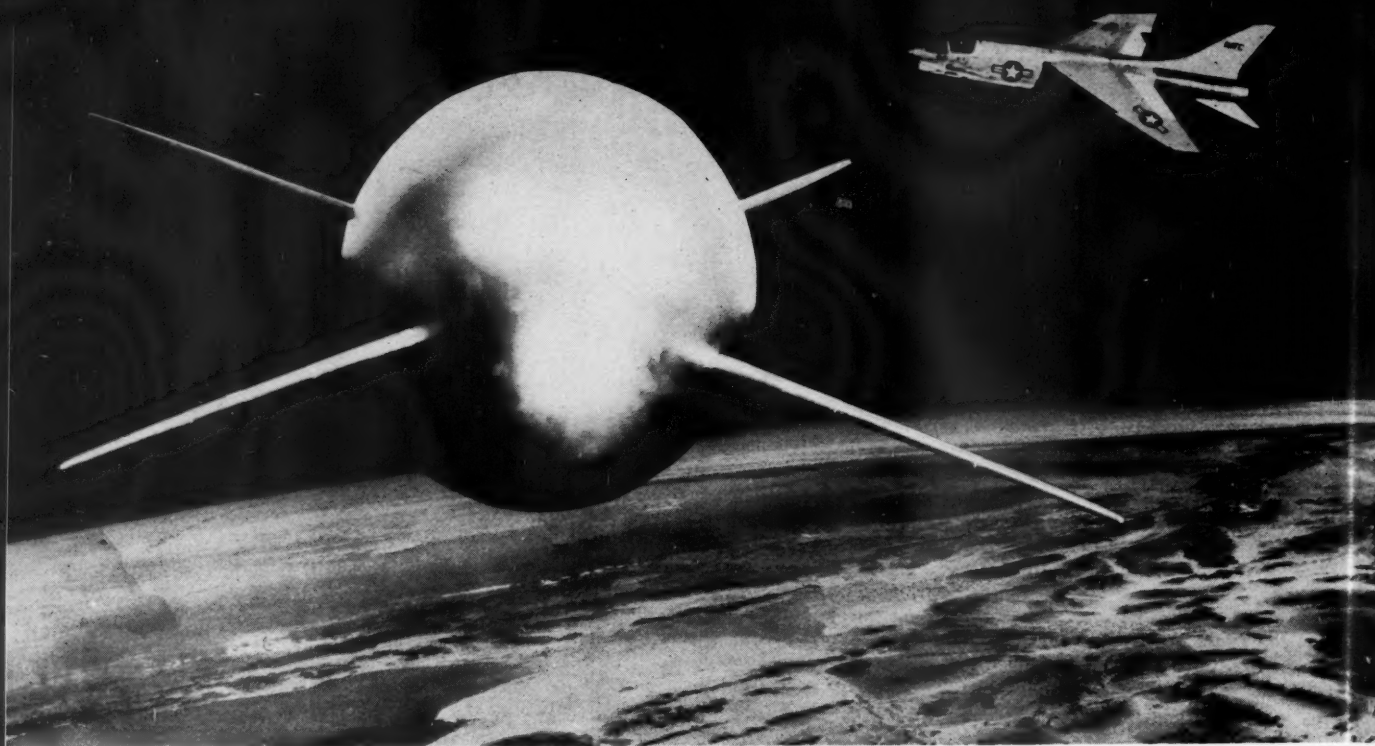
suggest that the problems confronting us today are by no means new. The "light of experience" referred to at the time should be considerably brighter now, with so many recent examples of our foreign policy having been precursive to further retreat and frustration. It would seem not unreasonable to insist that the time has come when our political leaders should undertake a complete re-appraisal of our foreign policy, particularly in view of our mounting public debt and the inflationary forces which our excessive spending is accelerating.

To begin with, it must be acknowledged that our billions in foreign aid have been spent in many cases not to foster a democratic way of life but merely to fortify existing government regimes, in some instances ruthless dictatorships and unpopular monarchies, only to insure their resistance to the Russian brand of totalitarianism. In such cases we have aligned ourselves with entrenched ruling classes, and through our prodigality with money among the political hierarchs we have nourished the resentment of their subjects and thus fertilized the field in which the communist agitators are trained to work. Nor should the fact be overlooked

Our foreign policy: After years of retreat and frustration, some new approach is an urgent need.

that outright corruption is more commonplace in many of those countries than mere imprudences are in our own.

These observations are candid, to be sure, and perhaps gratuitously so, since it is undeniably true that the *principle* of foreign aid is sound; but we cannot ignore the fact that *in practice* it has somehow failed. Perhaps it is because our foreign policy is essentially defensive and defeatist, seeking only to resist and react, rather than to militate strongly for a cause. It is strange indeed that a nation as resourceful, as ingenious, and as imaginative as the United States cannot *sell* to the oppressed of the earth the zeal to achieve that most precious of all the divine rights of humanity, the freedom of man. This curious failure is the incubus we bear in the world. If simple salesmanship can do as much for democracy as it can for a deodorant, maybe the world can be made more than half-safe, too.



Fifteen Thousand Down . . . A Billion Dollars Back

Dallas' current billion-dollar volume of sales in airpower contracts began with a \$15,000 deposit in 1917.

Airpower provides the foundation for the largest payrolls in Dallas. Members of the Air Force Association, top Air Force Generals and industrial leaders coming to Dallas in September will see an area that has developed the nation's second largest employment capacity in the aircraft industry virtually from scratch in the space of two decades.

Front line names in Dallas Industry today: Chance-Vought, Temco, Texas Instruments, Collins Radio, SPACE Corporation, Continental Electronics, Varo Manufacturing, Standard Manufacturing Co. and others represent new payrolls that have been added mostly within the past decade. The production of supersonic planes, guided missiles, rockets and instruments that may explore outer space is one of the fastest moving industries in the nation today. In this highly technical industrial competition, Dallas is setting a pace in research, design and production of vital components that should steadily improve its position and ranking in national industrial standing in the future. And next door to Dallas, the Tarrant County aircraft industry is humming with activity.

The magnitude of this business is reflected in sales figures for some of the top Dallas firms in the industry. Chance-Vought Aircraft, Inc., reported sales of aircraft, guided missiles, parts and services aggregating \$153,838,946 for the six months ending June 30, 1958. The backlog of unfilled orders at June 30, 1958 amounted to \$542,000,000. Temco Aircraft Corporation reported sales of \$90,-

337,249 in 1956 and \$119,160,322 in 1957. Current Temco backlog of work is \$124,000,000. Texas Instruments Inc., reported sales billed for a total of \$42,189,584 for the six months ending June 30, 1958 and officials estimated sales for the entire year will be slightly over \$85,000,000. TI's present total government backlog is \$27,600,000. SPACE Corporation is currently handling military and industrial contracts totaling \$13,000,000 and other Dallas organizations including Collins Radio, Varo and others add additional millions.

Current Texas Employment Commission figures show that 22,990 people are employed in aircraft manufacturing in Dallas County and another 7,265 in electrical machinery, a large part of which includes Dallas' major manufacturers of electronics. The Research Department of the Dallas Chamber of Commerce estimates this combined payroll at \$165,000,000 annually. Pointing up the wide diversification of Dallas' overall income, this largest payroll amounts to only 11.8 per cent of Dallas County's total payroll of \$1,401,000,000. These figures do not include payrolls of such large engine overhaul organizations as Southwest Airmotive and Dallas Airmotive. Nor do they include the auxiliary organizations and machine shops that subcontract work for major manufacturers. And, of course, this takes no account of the millions of dollars spent each year by these major industries for raw materials, supplies, service, construction and other essentials.

How did this happen? Did this industrial development come to Dallas by accident or design. Records of the Dallas Chamber of Commerce going back over a period of more than forty years show that the foundations for this development were laid even before World War I.

Airports both military and civilian formed the basis of airpower then as now. The aircraft industry has always needed proximity to adequate airports. At the onset of the First World War the United States Signal Corps was commissioned to undertake a program of pilot training. The Signal Corps announced that it needed 600 acres of well-located land in Texas — and that it would not pay more than \$12.00 an acre per year for its lease.

Louis Lipsitz, then president of the Dallas Chamber of Commerce, started the ball rolling. He called in 15 Dallas civic leaders and set up a committee headed by Chamber of Commerce vice-

11, 1918 and Dallas, like many other cities in the nation had an airport, and it didn't quite know what to do with it. For a few years the fate of Love Field hung in the balance. "Barnstormers" and fringe operators came and went. Commercial aviation revenue was not yet in the picture. At one time it was proposed to sell the entire tract for industrial development. But Dallas business men held to the idea that aviation had a future. The files of DALLAS in the early and late twenties record an amazing amount of aviation activity on the part of Dallas. The Chamber of Commerce organized to bring in Air Mail Service, a few pioneer operators began to do some business at Love Field and the May, 1928 issue of DALLAS records that the City of Dallas finally purchased Love Field for \$325,000.

In that period Love Field was more than adequate for Dallas' aviation needs — but Dallas was now really air-minded

and looking to the future. The July, 1928 issue of DALLAS reported that Dallas had been designated as headquarters for Organized Reserve Training for the Eighth Army Corps. Behind that designation was the acquisition of Hensley Field, sparked by the Aviation Committee of the Dallas Chamber of Commerce.

The December, 1928 issue of DALLAS reported: "Outstanding among the completed accomplishments which 1928 has written into the record for Dallas are the acquisition by the city of a 300 acre commercial airport west of the city" — "The acquisition of the new field made possible the designation of Dallas for the training of Reserve Army Officers on a year-round basis." The April, 1929 issue of DALLAS reports Lt. Harry Weddington developing plans for the new airport. The December, 1929 issue reports arrangements for hangar installations at Hensley, advertising Dallas as an aviation center and the

TEMCO'S TT-1 jet trainer is in use all over the country.



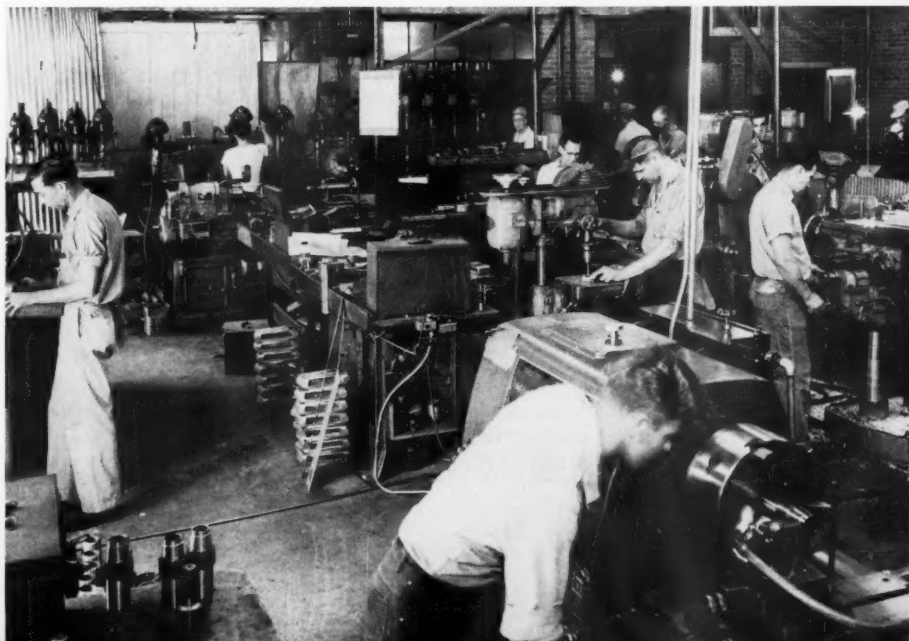
CRUSADER III, armed with guided missiles, was designed by Chance Vought.

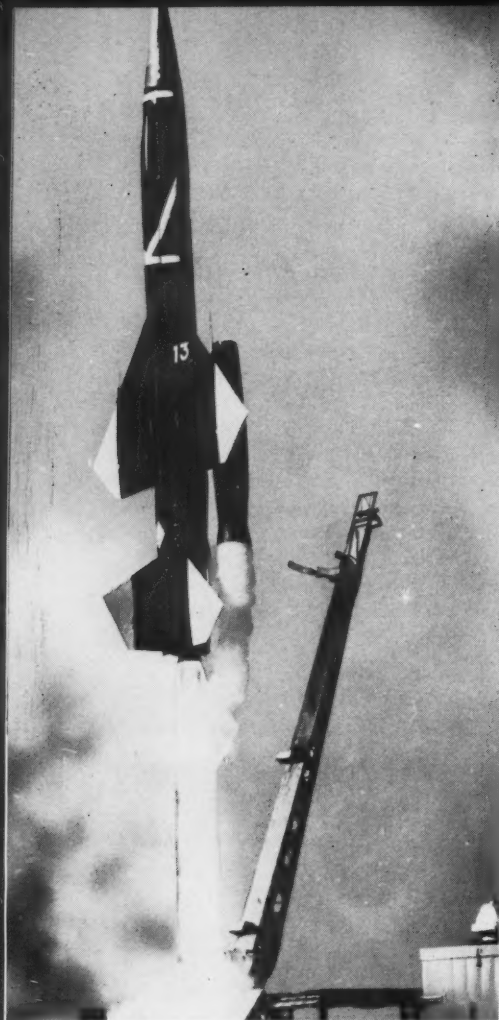
president T. E. Jackson. They selected a site near Bachman's Lake which included parts of 20 different farms. The farmers agreed to lease, but for \$20 an acre, not \$12, the Signal Corps price. The Chamber of Commerce agreed to make up the difference. Then the farmers changed their minds and decided they wanted to sell outright for \$250 an acre, with a cash down payment of \$15,000.

At an evening meeting with the Signal Corps deadline pressing, the committee finally met the farmer's agreement, and promised to have the \$15,000 down payment by noon the next day. By lunchtime the money had been subscribed and on October 19, 1917, the Signal Corps announced that the new primary flight training school at Dallas would be named Love Field. The farmers moved out and construction crews moved in. Dallas had moved into a place in the airpower picture.

Then came the Armistice on November

STANDARD Manufacturing Co. engages in prime and sub-contracts for bomb-lifting equipment for the military.





AMONG MISSILES which have components manufactured in Dallas is the Bomarc, an Air Force interceptor missile.

Dallas Chamber of Commerce becoming an associate member of the Aeronautical Chamber of Commerce of the United States. The same issue reported a survey of the aviation payroll in Dallas (including air lines and all services) in excess of \$30,000 monthly. Hensley Field became operational in July of 1930.

That acquisition set the stage for Dallas' entry into the Big League of the aircraft industry in World War II. For several years prior to 1939 the Dallas Chamber of Commerce had sought to attract the aircraft industry to this area without results. Then the eyes of top executives in the industry began to turn South. Late in 1939 officials of Consolidated Aircraft Corporation came to Dallas and selected a site on the west side of Hensley Field and Mountain Creek Lake. The Dallas Chamber of Commerce secured options on the acreage as a prospective plant site for Consolidated. Months passed and the Consolidated move, contingent on a merger with the Hall Aluminum Aircraft

Company, did not materialize. In the meantime J. H. Kindleberger, then President of North American Aviation, became interested in the area and chose exactly the same site.

The impossible problem of fitting two great industries into the same site was presented by the Dallas Chamber of Commerce to Consolidated Officials. Consolidated released the Dallas Chamber of Commerce from its obligations and consented to the transfer of the options to North American. But Consolidated had been sold on the Dallas Area and later settled for a second-best site in Fort Worth. At that time the Dallas group, led by R. L. Thornton, Sr. now Mayor of Dallas, J. Ben Critz, vice-president of the Chamber of Commerce and Clyde Wallis, then manager of the Industrial Department, supported Consolidated in negotiations with the War Department leading to the establishment of Consolidated in Fort Worth.

In September, 1940, The Defense Plant Corporation authorized the construction and equipment of an airframe manufacturing plant to be operated by North American. Built of concrete and steel, the plant was the first "blackout" — windowless, air conditioned and artificially lighted — airplane factory in America. The main floor with 855,000 feet of floor space, was at that time the largest industrial room in the world. The plant was completed April 7, 1941, in 120 days "from Plans to Planes." The North American plant produced between 1941 and 1945 more than 20,000 fly-away airplanes. In one month workers delivered 728 planes, a record that has never been equaled.

Concurrent with the North American development at Hensley, Lockheed had established a substantial modification center at Love Field which also became the headquarters of the Fifth Ferrying Group of the Air Transport Command. Sub-contractors and other facets of the aircraft industry built up payrolls in other parts of Dallas. Then, Japan surrendered in August of 1945 and the aircraft industry in Dallas faced what the experts termed a "very unpromising future."

The reversal of this bleak outlook and the Post-War growth of Dallas in the aircraft and electronics industry was brought about by a combination of "home grown" enterprise and Chamber of Commerce activity that resulted in the largest industrial move in the history of the nation which brought Chance-Vought to Dallas. Before going into that story, however, it might be well to review the employment picture in Dallas for the past 18 years.

Statistics compiled by the Research Department of the Dallas Chamber of Commerce show that in April, 1940 (Pre-World War II) total employment in Dallas County stood at 162,049. Manufacturing employment stood at 26,700 and aircraft manufacturing registered a big zero. Dallas reached its World War II employment peak in June, 1944. At that time total employment figures stood at 212,500; manufacturing employment at 75,600 and aircraft manufacturing 48,000.

The Post-War low came in February, 1946. Total employment stood at 182,005, manufacturing employment stood at 36,180 and aircraft employment stood at 1,750. Climbing steadily since that time,



TEMCO-DESIGNED and manufactured, the XKDT-1 Rocket Drone is going through test flights at Point Mugu.

Dallas County total employment reached 345,420 in August, 1957. Manufacturing employment at that time totaled 91,995 and aircraft employment at 26,585.

Dallas County total employment reached an all-time peak last December with a total of 353,785. Despite the fact that present total employment in Dallas County is 347,130 and aircraft and electronics employment has not yet reached the World War II peak, the Research Department of the Dallas Chamber of Commerce estimates that a new peak of 355,000 will be reached in total employment in December, 1958.

This Post-War comeback didn't just happen either. The end of World War II left Dallas with a tremendous backlog of skilled and semi-skilled labor and a plant that might have been tagged as a white elephant. First to start the ball rolling were two of North American's Texas executives, Robert McCulloch, general manager and H. L. Howard, comptroller, who saw the tremendous potential opportunity

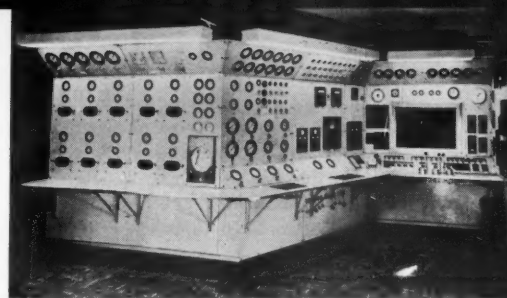
in the idle plant and the tremendous labor supply.

They approached the Reconstruction Finance Corporation with a proposal to lease a portion of the North American plant and pay the government rent on what was degenerating into a ghost-like barn. In 1945 it leased 550,000 square feet of the North American "A" Plant and \$800,000 worth of equipment to McCulloch and Howard. That was the beginning of Texas Engineering and Manufacturing Co. which evolved into the present Temco organization. In the course of its evolution this firm has manufactured a varied line of products from pop-corn machines, aluminum suitcases and soft drink dispen-

sers to aircraft. At one time the outlook was almost hopeless and the firm was in debt to Dallas banks for \$1,800,000. The growth of Temco to its present stature is a tribute to the faith and enterprise of its founders and the faith and financing of Dallas banks.

The Chance-Vought Story is another fantastic chapter in the Post-War growth of Dallas. One of the pioneer firms of the aircraft industry, the Chance-Vought Division of United Aircraft was located in Stratford, Connecticut, some 1,700 miles from Dallas. During World War II this plant produced more than 13,000 planes.

The story of how Chance-Vought came

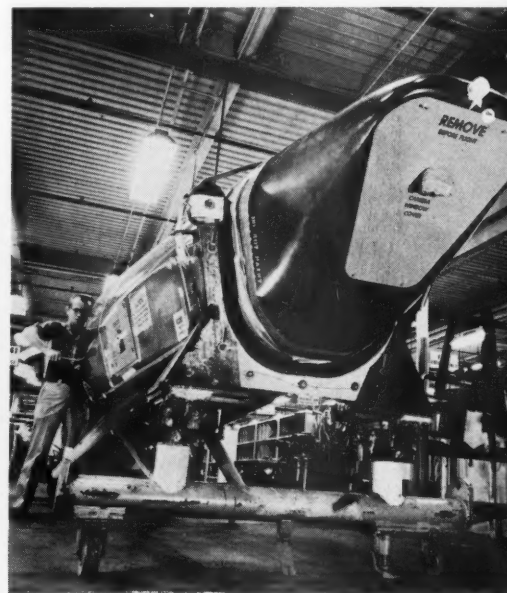


SPACE Corporation specializes in designing and producing control systems, testing equipment and special facilities for air and industry.

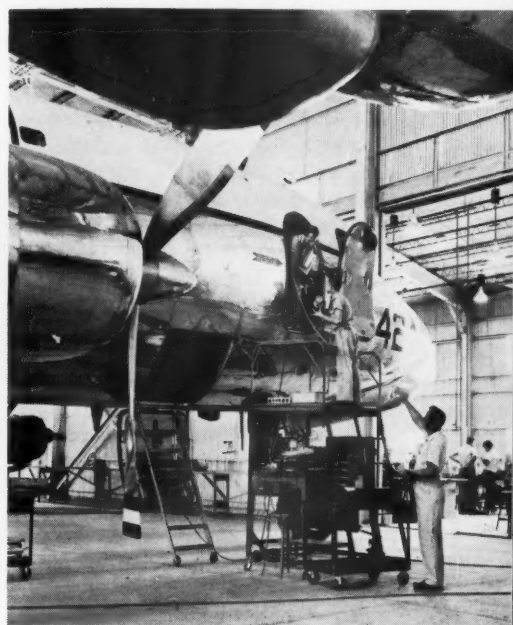


CHANCE VOUGHT'S REGULUS II guided missile is launched with the aid of a single 115,000-pound rocket-assist booster.

TI'S APPARATUS Division possesses completely integrated optical facilities with equipment for producing infrared, visible and ultraviolet components.



PROVIDING PHOTO NOSES for air vehicles is among Temco's many contracts.



A COLLINS RADIO crew installs a 1000-watt airborne single sideband transceiver in a command plane.

to Dallas covered almost an entire issue of DALLAS ten years ago (November, 1948). Perhaps the biggest single industrial promotion job in the history of the Dallas Chamber of Commerce, this move involved extensive confidential negotiations with Chance-Vought and the Navy.

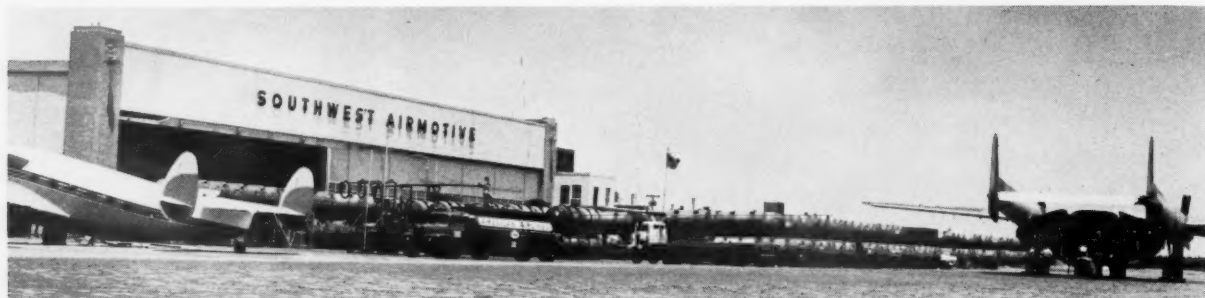
On April 8, 1948 Navy officials announced that the Chance-Vought Corporation had been selected to occupy over three million square feet of the North American Plant. Here again, Hensley Field and its facilities were a deciding factor.

The Chance-Vought move to Dallas involved more than 1,300 key employees and 27,077,078 pounds of machinery were moved 1,687 miles to the Dallas plant. This took some 1,006 freight cars

INTRICATE, skilled work goes into the production of printed circuits at the Texas Instruments plant.



SOUTHWEST AIRMOTIVE is the country's largest non-military plant engaged in jet engine overhaul.



and hundreds of vans to move plant personnel. In January, 1954, Chance-Vought became an independent company under the presidency of Fred O. Detweiler. Chance-Vought has made extensive additions since its first occupancy. A million dollar engineering building, machine shop equipment, a fully equipped foundry, a structures laboratory, a missile hangar, a production hangar and a \$900,000,000 wind tunnel have been built and the company is still expanding.

Texas Instruments Inc., provides another case history in Dallas Post-War industrial growth. TI began in 1930 in Dallas as Geophysical Service (GSI). Because GSI was an enterprise new in its time and field, it had to pioneer the design and construction of much equipment and instrumentation. This inventive background was invaluable when, in 1942, the company was called to government service on military contracts. The complexities inherent in vastly expanding growth — in geophysical exploration as well as military work — prompted a reorganization of the company in 1951 to create Texas Instruments Incorporated with GSI as a major subsidiary.

As the company grew, it built more and more complex and precise equipment, especially for oil exploration. In 1952,

Texas Instruments became one of the first licensees of Western Electric for the production of semiconductor devices. In the next year TI began initial commercial production of germanium transistors. The Semiconductor Products Division was formed in 1954. Today, Texas Instruments is the world's foremost producer of transistors and related semiconductor devices. Texas Instruments has grown over twenty fold during the past decade and occupies over three quarters of a million square feet of plant and office space over the world.

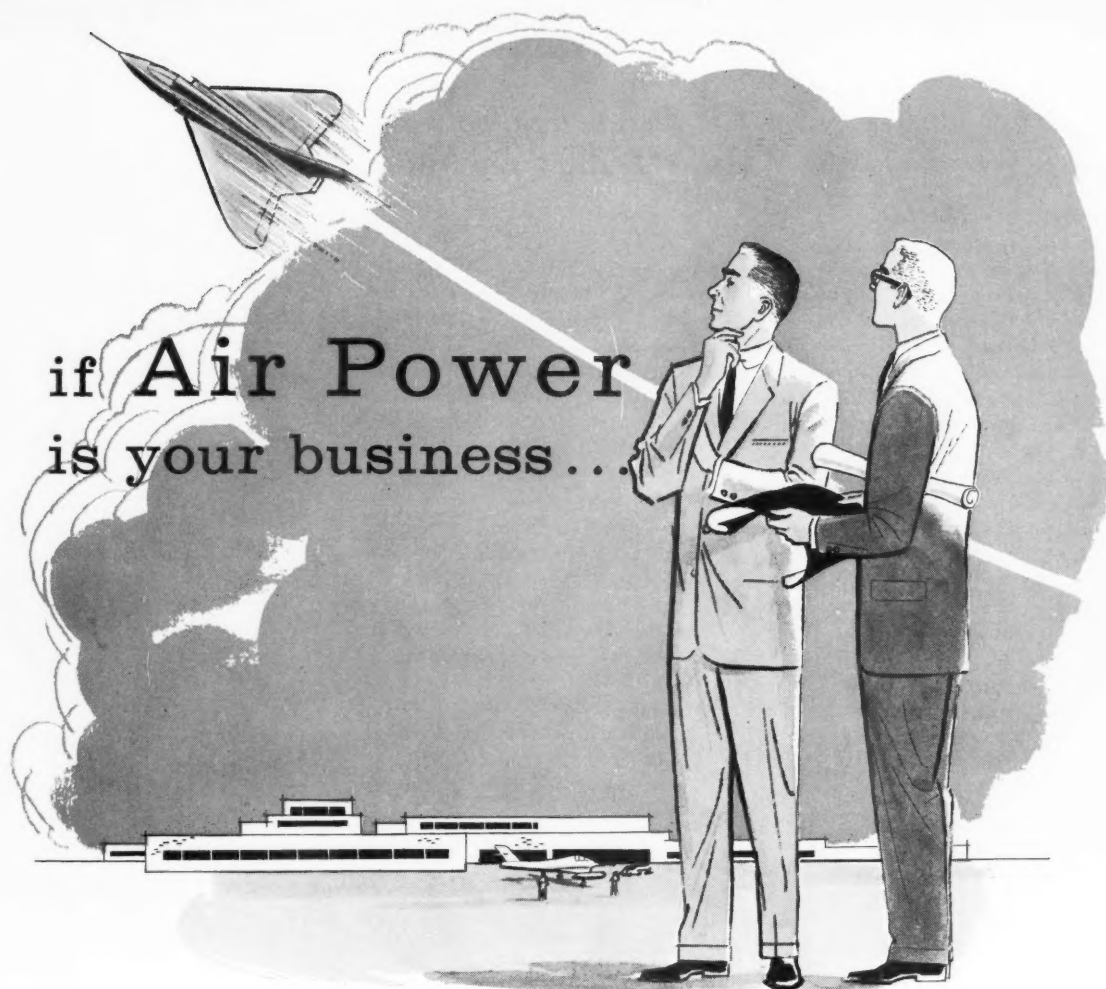
Collins Radio Company is another major electronics firm attracted to Dallas. Collins Radio is engaged in research, development and production of advanced electronics equipment for the military, and commercial and executive aircraft, and communications systems for business and industry. The Texas Division of Collins was set up in Dallas in 1951. Second only to its home plant in Cedar Rapids, Collins is now completing a new \$1,700,000 Engineering and Development Building on a 200 acre tract in Richardson. Collins has become one of Dallas' top five manufacturing employers.

Varo Manufacturing Co. is another success story in the Dallas Electronics industry. Started in 1946 as a small garage

operation, this organization has grown to front rank stature in airborne power supply. Its prime contracts and research and development contracts with all branches of the Armed Services and the nation's leading industrial firms run into millions and this firm is expanding rapidly in its Garland Plant location. Continental Electronics is another Dallas electronics firm that has expanded from a small shop in 1945 to its present national stature.

Standard Manufacturing Co. is another Dallas firm that has grown into an important Air Force prime contractor during the past 20 years. Organized in 1938 as a small machine shop, this firm engages in prime and sub-contracts for bomb lifting equipment and other facilities. Today it occupies more than 32,000 square feet of space in Canton Street and in the West Illinois Industrial District.

D. Harold Byrd and M. G. Hughett have recently organized the SPACE Corporation that produces Bomarc flight stimulators, Titan erector actuators, weight and thrust measuring systems for the Atlas and other products in their plant located on a 15 acre plot at Garland. This firm specializes in the planning and production of control systems, testing equipment and special facilities for air and industry.



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Supremacy of air power contributes to freedom and world peace. Aircraft, missiles and components produced in Texas and the Southwest constitute an important segment of America's aviation industry. Republic National Bank is proud of its contribution to the growth and development of aviation, and salutes the leadership of this essential industry.

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\$90,000,000



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Destination Known: DALLAS, U.S.A.

Air Force Convention Locks Dallas on Beam

by Tom McHale

Dallas will be the focal point for world interest in airpower in late September. More than 3,000 leaders of government, industry and defense and members of the Air Force Association will converge on Dallas September 25-28 for the 1958 National AFA Convention and Airpower Panorama. The industrial impact of this event on Dallas will be far in excess of the numbers involved in attendance. Aside from world-wide publicity that will emanate from Dallas, this highly technical meeting will bring to this city industrial leaders and Air Force officials who are present and potential customers of Dallas' major industries.

In this group will be scientists, both military and civilian, designers and builders of missiles and space weapons of the future. It will include the directing heads of American major industrial organizations that are producing today's supersonic planes. It will include top generals of The United States Air Force, the Air Materiel Command, and The Air Research and Development Command. It will include experts in radar and electronics, and men who set the specifications and supervise procurement contracts for the thousands of complicated components that are part of the sum total of American airpower.

It also includes Air Force men of all ranks both retired, on active duty and in civilian life, who had a part in building the Air Force from the days when it was a small off-shoot of the Signal Corps. It will include ex-privates, sergeants and generals who manned and directed the bomber and fighter fleets over Europe and in the Pacific in World War II. It will include men who pioneered the development of the B-29's, the B-36's, the B-58's, the Atlas and Thor and other weapons in the Air Force arsenal. It will include men from the production lines and the flight lines and from the Pentagon to the farthest Alaskan post — all coming to Dallas for a common purpose: "To assist in obtaining and maintaining adequate airpower for national security and world peace."

Dramatizing the impact of the missile age on airpower, the first public showing of the Atlas Intercontinental Missile will take place in Dallas during this convention. Against the background of the Middle East crisis, wire stories will go out from Dallas to the ends of the earth and industrial leaders from over the nation and over the world will participate in the USAF-Industry Briefings.

This twelfth annual meeting of the Air Force Association also points up the position of Dallas as the second largest aviation manufacturing center in the country. It presents an unusual opportunity for Dallas to get new recognition from the top officials in the Defense Department and the Air Force as well as hundreds of top leaders in the aviation industry who will be here for this important meeting.

Concurrent with this event will be the largest aviation exhibition in the nation which will occupy more than 70,000 square feet of space in Dallas' new Memorial Auditorium. Also pointing up the convention value of this facility is the fact that for the first time in the history of A.F.A., the Airpower Panorama and major convention events will be housed in the same building.

Headlining the four day program will be such men as James H. Douglas, Secretary of the United States Air Force; General Thomas D. White, Chief of Staff and General Curtis Le May, Vice-Chief of Staff, United States Air Force; General Thomas W. Rawlings, Commander, Air



Materiel Command; General Thomas E. Power, Commander, Strategic Air Command; Lt. General Samuel Anderson, Commander, Air Research and Development Command and a host of other Defense Department and Air Force officers, scientists and leaders in industry.

The publicity value of this convention to Dallas will be tremendous and far reaching. With it will come perhaps the largest group of top flight correspondents from newspapers, wire services, periodicals, radio and television and newsreels ever to cover a Dallas convention. Last year 169 newsmen covered the A.F.A. Washington Convention for major newspapers, wire services and other media.

The technical aspect of this convention as well as its news importance to leading periodicals of national and international circulation shows up in the A.F.A. 1957 Convention coverage by such varied publications as Aircraft Engines of the World, American Aviation, Automotive Industries, Aviation Age, Electronic News, Electronic Week, Kiplinger Letter, Life Magazine, Look Magazine, McGraw-Hill

Aircraft, Boeing Airplane Company, Convair Division of General Dynamics, Curtiss-Wright Corporation, Fairchild Engine & Airplane Corporation, Hughes Aircraft Company, Lockheed Aircraft Corporation, Martin Company, North American Aviation, Republic Aviation Corporation, Ryan Aeronautical Company, United Aircraft Corporation and other major prime contractors building missiles and supersonic planes for the United States Air Force.

Tied in closely, too, with the modern airpower picture are many of the nation's industrial giants not ordinarily associated in the laymen's mind with this activity. In this category, top management coming to Dallas will include executives from such organizations as: ACF Industries, Admiral Corporation, Allegheny Ludlum Steel Company, American Machine & Foundry Company, American Telephone & Telegraph Company, Bendix Aviation Corporation, Bridgeport Brass Company, Carrier Corporation, Celanese Corporation of America, Chrysler Corporation, Continental Motors Corporation, Dow Chemi-

Corning Fiberglass Corporation, Philco Corporation, Phillips Petroleum Company, Radio Corporation of America, Remington Rand Univac, Revere Corporation of America, Rheem Manufacturing Company, A. O. Smith Corporation, Sperry Gyroscope Company, Stewart Warner Electronics, Sylvania Electric Products, Inc., Texaco, Thompson Products Inc., United Shoe Machinery Corporation, United States Rubber Company, United States Steel Corporation, Vickers Incorporated, Western Gear Corporation, Westinghouse Electric Corporation and others.

The summary of attendance for the 1957 A.F.A. Washington, D. C., Convention shows 73 presidents, 10 board chairmen, 45 general managers, 12 executive vice-presidents and 150 vice-presidents representing the national organizations shown in the foregoing paragraphs. The overall picture in this group showed over a thousand key men associated with these industrial groups attending the Air Force Convention.



General Thomas D. White



Hon. James H. Douglas



General
Edwin W. Rawlings



Lt. General
Samuel E. Anderson



Hon. David S. Smith



General Thomas S. Power



Lt. General
Curtis E. LeMay



James H. Straubel



Peter J. Schenk

Publications, Missiles & Rockets, Newsweek Magazine, Parade Magazine, Planes, Signal Magazine, Saturday Evening Post, US News & World Report and others.

The industrial impact of this convention on Dallas will be its most important by-product. Dallas is primarily a center for the manufacture of components, electronic and otherwise, that provide essential parts for supersonic planes, guided missiles and radar warning systems. This A.F.A. Convention will bring to Dallas the top men in such organizations as Bell

cal Company, E. I. DuPont de Nemours & Company, Eastman Kodak Company, Emerson Electric Manufacturing Company, Federal Electric Corporation, Ford Motor Company, Fruehauf Trailer Company, General Electric Company, General Motors Corporation, B. F. Goodrich Company, General Tire & Rubber Company, International Business Machines Corporation, International Harvester Company, Kaiser Metal Products, Inc., Kelsey-Hayes Company, Meyercord Company, Olin Mathieson Chemical Corporation, Owens-

The industrial importance of this convention will be highlighted by the Industry Briefing Sessions which will be classified and require security clearance and by the Airpower Panorama in the Memorial Auditorium. This exhibition will be open to the public and will include thousands of defense weapons, equipment and technical components that form a part of the nation's airpower picture.

The four-day convention program will include a Reserve Forces Seminar and Workshop; a full-day Space Age Symposium, with a luncheon saluting the pioneers of space; a day's briefing for defense industries; an awards banquet honoring men and women who have made outstanding contributions to the advancement of airpower; a big western party; and a series of business meetings at which the Association will adopt its annual statement of policy and elect new officers and directors.

Air Force Association and Dallas: FRIENDS FOR A DECADE

The 1958 A.F.A. Convention will mark a new chapter in Dallas' long cooperation with this important air power group.

For more than a decade, Dallas has played a significant part in the growth and development of the Air Force Association. Air Force veterans of all ranks and Dallas businessmen have pioneered in staging events and contributing time and ideas that have helped to shape the destiny of this strong airpower group. Unique in military history, this organization was founded not to promote selfish interests, pensions or veteran's benefits but to educate the people of this nation on a new military dimension, airpower.

The 1958 National Convention of the Air Force Association in September will mark another chapter in Dallas' long cooperation with this important airpower group. Pointing up the present strength and financial position of the Air Force Association is the fact that Dallas has not been asked to put up a single dollar to defray expenses of this top flight national convention.

Heading up the working committee for this convention is Al Harting, vice-president of Southwest Airmotive, who has

Carr Collins, Jr., information; La Vergne Guinn, reception; John W. Johnson, public relations; Rex V. Lentz, special events; James Lovell, Western Party; Tom McHale, Airpower Panorama; M. L. McLaughlin, functions and Captain James M. Rose, registrations.

In the early days of the Air Force Association, Dallas had the second largest Air Force Squadron in the nation. During the post-war years almost all the key figures in the development of the United States Air Force, the first secretary of the Air Force, Stuart Symington, General Hoyt Vandenberg, General Curtis Le May, General Ira Eaker, General George Kenney and others were featured in major meetings in Dallas. The first Airpower Council, representing a new dimension in industry and business participation in Air Force Association activity was pioneered in Dallas.

The late General H. H. "Hap" Arnold is generally credited with sparking the idea that led to the formation of the Air Force Association. The farsighted Com-



JAMES V. ASTON
President of Republic National Bank
Former National Director, Air Force Association



EUGENE McELVANEY
First National Bank
First Chairman — Dallas Airpower Council



PROMINENT DALLASITES were on hand to welcome Lt. General Ira Eaker to the city in 1949. Among those at the reception were: Rex V. Lentz, R. L. Thornton, Jr., Colonel R. L. Moses, General Eaker, James V. Aston, D. A. Hulcy, General Robert Smith, Tom McHale, Jimmy Lovell, Lawrence Melton, Al Harting and Wylie Stufflebeme.

been associated with Dallas Air Force Association activity since its inception. Designated as military host for this convention is Major General Harry Crutcher, Jr. of the Texas Air National Guard. This is the first time in Air Force Association history that a National Guard officer has been so designated.

Other Dallas men heading specific committees are: Brig. General C. R. Bullock, airports; Forrest Cannon, transportation;

manding General of the Army Air Forces in World War II knew the historic tendency of this nation to lapse into lethargy after every war. He also knew the continuing fight against military tradition that was to come if the Air Force was to be established as a separate branch of the service.

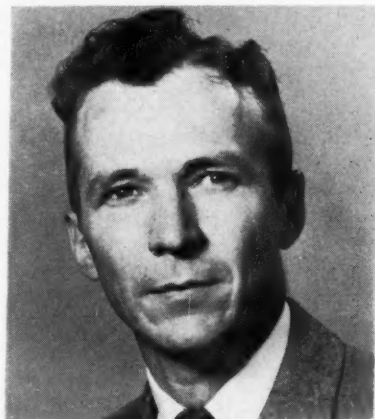
Before VE Day, in April of 1945, in the headquarters of the Strategic Air Command in France, he suggested to Major

General Fred Anderson, who was being reassigned to the Pentagon as Air Force Deputy Chief of Staff for Personnel, that he seek out a man of stature in military and civilian life to organize a group to carry on the peacetime fight for airpower.

A few months later Anderson found his man, Major General Edward P. Curtis, an executive of the Eastman Kodak Company, who had served as Chief of Staff for General Carl A. Spaatz in Europe, and

was returning to civilian life. The first meeting of what was to become the Air Force Association was held in New York City, October 12, 1945.

"Air Force Association" was agreed upon as the official name and the organization was chartered on February 4, 1946. National officers and directors were first appointed and Jimmy Doolittle, a natural, became the first president. Then began a letter and personal contact campaign by a small group of men who formed the



CARR P. COLLINS JR.
United Fidelity Life Insurance Co.
Current Commander, Dallas Squadron
Air Force Association



ROBERT L. THORNTON JR.
Mercantile National Bank
Current Chairman
Dallas Airpower Council

nucleus of the organization. The idea caught on like wildfire. Air force generals, colonels, majors, captains, lieutenants, sergeants and buck privates who had served in Europe and the Pacific and in the various commands at home felt a loyalty to the Air Force second only to the nation. Better than anyone, they knew the implications of airpower to the future of the nation.

The organization of the Dallas Squadron provided a typical case history of this

procedure. An Air Force friend in Washington contacted the late Colonel Bill McCraw who had commanded an Air Force repair ship in the Pacific. He contacted Jimmy Lovell of the Times Herald, an ex-warrant officer who contacted an ex-gunnery sergeant Tom McHale at the Chamber of Commerce. A series of preliminary meets were held and the April, 1957 Issue of DALLAS records the organization of the Dallas Squadron of the Air Force Association with Rex V. Lentz of the Mercantile Bank, a wartime Training Command squadron commander as the first commander.

On the first board of directors were World War I Air Force veterans Paul Carrington and Jack Garrett. Others included James Aston, Donald O. Neil, William De Sanders, Al Harting, Jules Lieberthal, Ulmer Newman, Robert Temple, Forest Thompson, Hal Thompson, James K. Wilson, Jr., James Lowell and Tom McHale who also became a national director.

Lentz and McHale led a Dallas delegation to the First Air Force Convention in Columbus in 1947. Tommy Lamphier, a World War II fighter pilot, was elected to succeed Jimmy Doolittle who presided at the Convention. General Eisenhower was a featured speaker.

Later that year in August, the Dallas Squadron staged one of the outstanding observances of Air Force Day in the nation. The day began with a dawn memorial service at Love Field. Jacqueline Cochran was a featured speaker at an Ad League Luncheon. General C. R. Smith of American Airlines and Major General Curtis Le May, the Commanding Officer of the Air Research and Development Command, spoke at a large dinner meeting at the Baker Hotel.

The following year, 1948, the Dallas Squadron brought W. Stuart Symington, first Secretary of the Air Force to Dallas for a large dinner meeting at the Baker Hotel. Dallas had one of the largest delegations at the New York Convention that year where C. R. Smith was elected president and Tom McHale was elected national vice-president of the Air Force Association. In February of 1949, the squadron joined with other organizations in bringing General Hoyt Vandenberg, Commanding General of the U. S. Air Force, to Dallas. Later General George Kenney, then Commanding General of the Strategic Air Command, was brought to Dallas for a briefing of Dallas business leaders on airpower. Others who were brought in later included Eugene Zuckert,

assistant secretary for Air in the Defense Department, General Ira Eaker and others.

During the early years of the 1950's the Air Force Association was going through a period of reorganization. The financial strength of the organization was being built up through industry participation. The Air Force Magazine was growing in stature and becoming one of the outstanding publications in the nation.

In 1956 the Dallas Squadron of the Air Force Association was reorganized and Dallas also organized the first Airpower Council on May 24. The first business meeting of this group was held on June 22, 1956. This Council set a pattern for other cities to follow giving civic and business leaders unique ringside seats in the shaping of defense strategy. Eugene McElvaney, of the First National Bank was the Dallas Council's first chairman and Robert L. Thornton, Jr., of the Mercantile Bank is the current Chairman. The present roster of the Dallas Air Power Council includes some 324 business and civic leaders.

DETAILS of the Air Force Association's 1958 national convention in Dallas, Sept. 25-28, are discussed by Convention Chairman Al Harting of the Southwest Airmotive (right) with Major General Jack Henebry of Chicago, Ill., chairman of AFA's national board of directors. Vice president in charge of Southwest Airmotive public relations, Harting in WW II was an Air Force major serving in the U. S. and, overseas, in France and Italy.



SPACE SHIPS, "WONDER" METALS AND SILICON

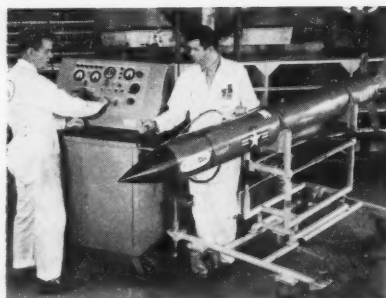
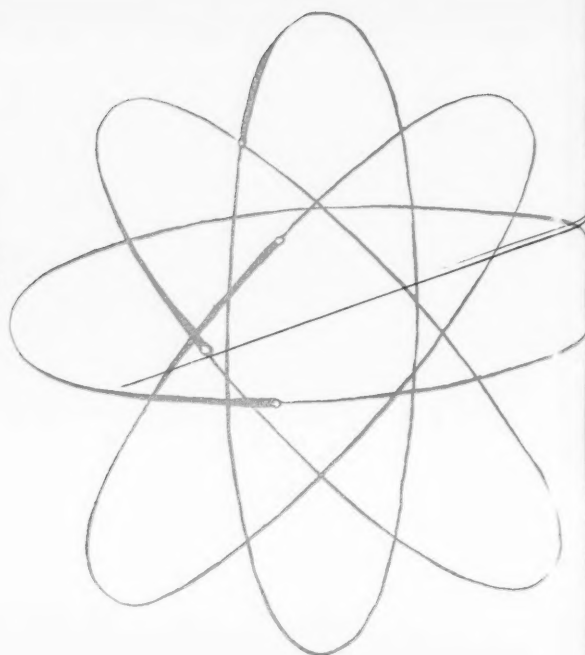
by Katherine Gaines

A space ship that will allow its pilot to explore the universe; the development of a new "wonder metal" which costs \$30,000 a ton; the amazing production of silicon and the molding of it into the nose of a heat-seeking missile; a new approach to microminiature avionic equipment: these are only a few of Dallas' contributions to a new age of airpower and space.

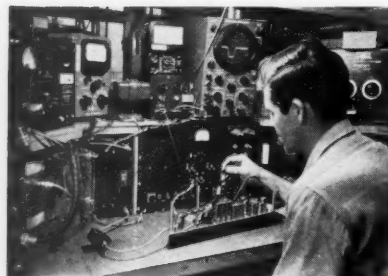
In the vanguard of highly technical and rapidly changing fields are the research and development laboratories of dozens of Dallas companies. In less than fifteen years, Dallas' role in airpower has made a meteoric jump from the spot of amazing production records in wartime to the forefront of research, design and technological know-how.

Few realize that many of the nation's top military and scientific products have one or more Dallas-produced components. To name a few, Dallas companies are "in" the Titan, the Polaris missile, the Bomarc, the Hawk, the Rascal, and others.

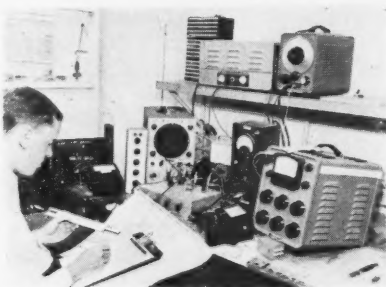
Significant is the fact that all military contracts today, whether for major com-



Top Left: Temco engineers check out the XKDT Target Drone.



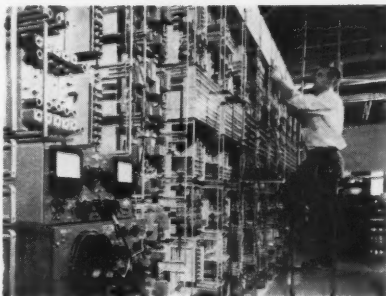
Top Right: A Texas Instruments engineer double-checks apparatus.



Center Left: A Varo research man works on a new microminiature avionic equipment for space ships.



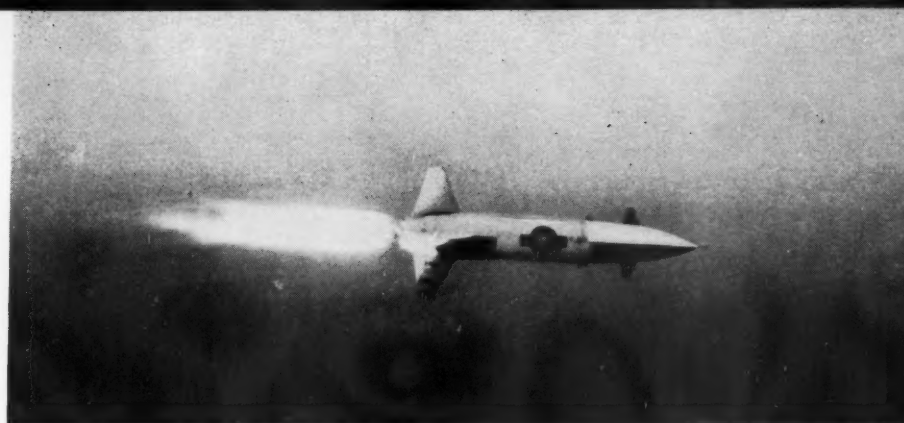
Center Right: SPACE uses an environmental test chamber for advanced USAF research to simulate altitudes up to 200,000 feet above sea level.



Lower Left: A giant multiplex voice carrier, capable of handling 120 conversations at once, grew out of Collins Radio's research.



Lower Right: A preflight check of telemetering and flight control instruments is made on Chance Vought's Regulus II guided missile.



RELEASED many miles from its target, the U.S. Air Force Rascal's powerful rocket engine drives the missile at supersonic speeds. The Rascal is one of many U.S. missiles and aircraft with components manufactured in Dallas.

ponents or for complete, fly-away craft, are let on a competitive basis and all awards hinge on approval of basic in-plant research, engineering and performance.

In fact, military developments in the scientific field are now being handled under an entirely new contracts concept — capability. In general, yesterday's bids were made on a blueprint, already accepted by the contractor before negotiations were begun. Present procedure is far more challenging, for it almost amounts to passing out problems rather than blueprints. It is up to individual companies, not only to bid, but to come up with the workable product which will do the job.

Key, then, to Dallas' decade of strides in the airpower and space field is her wealth of industries which have proven themselves capable of outstanding research, design, engineering and pioneer-technology. Through Dallas plants are flowing millions of dollars a year in highly technical contracts. Through companies like Temco, Chance Vought, Texas Instruments, SPACE Corporation, Varo Manufacturing, Collins Radio, Continental Electronics and others, Dallas is taking part in the work which has made supersonic flights, probes into space and electronic wonders possible.

Shrinking the earth, condensing the seas, opening new horizons, and pulling space into man's domain. These ideas, once fertile ground for science fiction, are almost routine procedure in many of Dallas' specialized industrial plants.

With the challenge of space tantalizing the minds of the world, last month's announcements on the spaceship Dyna Soar turned U.S. eyes on Dallas. A feather-in-cap was the appointment of Chance Vought to one of the teams now working on a design for the combination spacecraft, aircraft and missile.

Facing Dyna Soar designers will be the knotty problem of creating a super ve-

hicle which can be placed in orbit by rocket power, circle the earth outside the atmosphere at around 18,000 miles an hour, and somehow bring its pilot safely home for dinner.

Terrific technical problems already in sight are: thermodynamic heating as the Dyna Soar re-enters the atmosphere; precise control of the tremendous power generated by its rocket engines; provisions for its crew to operate the weapon system while being subjected to very high "G" or gravity forces and later to function in a weightless, airless medium; and finally automatic navigation and guidance to make the pilot responsible only for command decisions.

As the Dyna Soar project gets under way, other Chance Vought research and development teams are busy with anti-submarine weapons which will range from aircraft, missiles and detection devices to fire control equipment.

Chance Vought is also busy with a new advanced early warning antenna, a process for casting high strength steel capable of withstanding extreme temperatures, and a study on nuclear powered missiles.

Temco's Wonder Metal

Titanium, Temco's "wonder metal" is a major manufacturing accomplishment which grew out of need. The metal, dubbed wondrous because of its corrosion resistance, great strength at high temperatures, and lightness, is difficult to fabricate without waste. With titanium costing some \$30,000 a ton before fabrication, rejection of completed parts can be a major financial loss.

Through research, Temco has developed a new descaling method against a tough oxide parasite which forms on titanium during heat treatment. This new electrolytic method has made Temco one of the largest, if not the largest, users of titanium in the aviation industry. Thirteen

tons a month are used to fulfill contracts on various aircraft and missile systems for other companies.

Temco is also being lauded for its success in stainless steel research. Two radically new processing developments by the company are expected to provide better stainless steel honeycomb panels for weapons of the future.

The first is "Temcombing," a continuous process of fabricating stainless steel sandwich; the second is a simplified two stage process for brazing such honeycomb structures.

The Temcombing process has a brazing cycle time of three to 20 lineal inches per minute, depending on panel thickness, and will produce panels up to four feet in width and ten feet or greater in length.

In addition to the metals manufacturing research, which has already drawn the attention of major manufacturers of Mach 2 and Mach 3 weapons, Temco is working on several classified programs involving antennas; aerial reconnaissance projects; several highly classified electronic projects; and the design of a supersonic missile.

The Silicon Dome

Research is the cornerstone of tremendous diversification at Texas Instruments, Inc. TI Apparatus division products include such military items as early warning radar, reconnaissance equipment, missile guidance, anti-submarine electronics, and even complete optical systems for the Air Force.

Texas Instruments is famous the world over for its production of high purity raw silicon, one of the purest substances made by man. Silicon crystals are actually "grown" at the Texas Instruments plant in Dallas, and have many applications in the missile and military fields.

The silicon hemisphere, or silicon "dome" is one of the company's latest developments. The dome was designed at



TEXAS INSTRUMENTS designed its silicon "dome" to comprise the nose of a heat-seeking missile.

TI to comprise the nose of a heat-seeking missile. Highly transparent to infrared (radiant) heat, silicon brings the minute heat radiation of a remote aircraft to bear on an infrared detector cell (also made by TI) with the least possible loss. It gives a strong guidance signal to the missile controls after amplification in a TI-made amplifier.

Interesting at Texas Instruments is the company's development of new submarine detecting equipment. Though sonar is normally associated with ships and submarines, Texas Instruments has fitted many helicopters with an airborne version of the anti-sub equipment. The sonar head is carried like a giant artificial lure at the end of a long electrical cable, and can be lowered into the sea by power reel complete with level winding provisions.

Helicopters carry TI's "dipping sonar" can be used to patrol a given area much as destroyers are now used, or they can be dispatched to a suspect area much more rapidly than any surface ship can ever hope to travel. Once in the search area, the helicopter (or helicopters) lowers the head into the sea and "looks" in all directions with high-frequency sound waves.

So far ahead is Texas Instrument's research and development that many TI products bear names unfamiliar to laymen and to many scientists and engineers. Micron-accurate lenses of spherical, aspheric, cylindrical and toroidal types, for example, or prisms of the abbe, porro, amici, roof or dove types are produced on order for military and scientific installations.

Recently much of the emphasis in TI's Optical Department has been on infrared and ultraviolet optics requiring materials never before associated with optics. High-purity silicon, germanium, quartz, arsenic trisulfide, and many other exotic materials are as effective with these unseen portions of the spectrum as glass is with visible light.

The marriage of high-precision optics to high-precision electronics puts TI Apparatus Division in an excellent competitive position in the missile field. The company is currently employed in the development and production of systems, or major portions of systems of seven missiles. Included are detection and navigation, guidance and control, and communications systems.

Varo Manufacturing Co., Inc., is another Dallas company deep in the research which will change our world of tomorrow. Already a leader in the field of electronic equipment, Varo is currently working on a military-sponsored program which expects to develop microminiature avionics equipment for space vehicles.

The Varo system, currently being tested, uses electro-chemical processes to produce a molecular circuit system instead of the multi-component method now in use. Advantages in the Varo approach include a reduction in the size and weight of the circuit system, plus a boost in reliability. The necessary goal, of course, is to produce a system which will operate without maintenance or malfunction in a satellite for at least 10,000 hours (approximately 13 months.)

Pioneering in molecular circuitry is only one of Varo's technological frontiers. Among others is a new evaporative de-

positing technique which aims at cutting cost and manufacturing problems involved in small-company, short-run production.

The complete production facilities and engineering staff at Varo Manufacturing Co. make it a fully integrated unit capable of carrying a project from the research stage to final volume production. Over 90 percent of the company's total production effort has been to produce products developed by Varo's engineers.

Collins Radio Company's Dallas division is also engaged in research, development and production of advanced electronics equipment for the military.

Among Collins' technological contributions is the development of the "single sideband" communications, pioneered by the company to conserve the radio frequency spectrum and provide the added punch needed to transmit voice and data over the vast distances required in the global operations of the U.S. Air Force.

Collins engineers developed and perfected a form of radio communication known as "scatter propagation" which became the basis of the Dew Line northern defense warning system.

Currently Collins is designing flexible electronics systems tailored to available space shapes and measuring up to the severe environmental requirements of the nation's new military jet aircraft.

SPACE Corporation is another Dallas company busy with the constantly accelerated advance of industrial and military technology.

Recent SPACE research activities include data acquisition systems for atmospheric conditions, V.H.F. transistor circuitry development, and radioisotope beam liquid level detection for missile propellant and process industry application.

Important military-sponsored research and development are also under way in Dallas at such companies as Carter Engineering Company, Continental Electronics Mfg. Co., and Wickfield Aviation, Inc.

A recent survey by the Industrial Department of the Dallas Chamber of Commerce named 18 major Dallas firms engaged in major research programs of all types.

It is no longer easy to visualize tomorrow, but in the fast-moving technological developments of today, one thing is already certain: Dallas companies are assuming important roles in shaping the future. The highly technical know-how needed for tomorrow is in Dallas today. And Dallas industries have already proven their ingenuity and ability to produce — from idea to the assembly's finish line.



Dallas Workers: CHAMPIONS OVER ODDS

The manufacturer of today who opens a plant in Dallas can feel certain of one thing: Dallas labor will produce. The experiences of the aircraft industry with Dallas workers offer powerful testimony to this fact.

When North American Aviation, Inc., opened its Dallas plant in 1941, it was truly pioneering. There were no other large industries of its kind in the Southwest. In an area where there was no great reserve of skilled labor, North American was proposing to establish a factory which within a year would be employing thousands of persons. There were people who had doubts of its success.

Within six months all doubts had been dissipated. North American President J. H. Kindelberger told his Texas foremen, "You have made aviation history."

And the workers of Dallas continued to make aviation history throughout the war, and they are still making it today. The labor force of this area not only proved itself fully capable of answering the high technological demands of the aircraft industry but it showed an eagerness, a willingness to learn and a desire to work, that had long ago disappeared — if, indeed, it was ever present — in other areas of the United States. This first huge plant proved conclusively that Dallas workers were capable of producing. All they needed was the opportunity.

The requirements of World War II provided the first great increases of Dallas' supply of labor with production know-how and industrial training. The North American plant—and other Dallas County war industries—were manned primarily by local men and women, the majority of whom had had no previous factory experience. They had been, in large measure, engaged in retail and wholesale business, or the service trades, or had been housewives before the war. But they learned quickly and easily, acquiring manufac-

turing techniques which enabled Dallas plants to outproduce similar manufacturing units in sections of the nation with much lengthier records of manufacturing experience.

The amazing Dallas record speaks for itself. The record of North American Aviation, the largest war plant in Dallas County, can be compared directly with those of similar plants in all sections of the country. This factory, with a peak employment of 39,960, produced four different types of military aircraft; the AT-6 combat trainer, the P-51 fighter, the B-24 bomber and the C-82 cargo plane. It was the only factory in the country producing three different types simultaneously, and it manufactured a greater percentage of the complete airframe within its own facilities than any other aircraft factory. At the end of World War II, North American in Dallas could count in excess of 20,000 fly-away aircraft produced—the most that had ever been built before in one location by a single company. But the Dallas plant did more than produce the most airplanes: it also produced them more economically than any other plant.

When the war ended, North American's Dallas plant was producing the AT-6 at a lower manhours cost per pound of airframe than any other trainer manufacturer had ever achieved. It was producing the P-51 at a lower manhours cost per pound of airframe than any other fighter had ever achieved. When the plant's B-24 contract was cancelled, shortly before the war ended, the company was producing this type at a manhours cost 30% below the industry average for four-engine bombers at the corresponding ship point.

Most amazing of all, these records, reported by the War Production Board, were achieved by an organization built upon a nucleus of only 72 men with extensive aircraft manufacturing experi-

ence transferred to Dallas by North American in December, 1940.

In the immediate postwar years, manufacturers were quick to note and take advantage of this vast reservoir of skilled talent released when North American closed its doors after Japan surrendered in August 1945. Veteran North American executives Robert McCulloch and H. L. Howard stayed in Dallas, coming up with the bold plan that eventually resulted in Temco Aircraft Corporation. After early difficulties, this plant has had a phenomenal record of success in an era when other aircraft manufacturers were going out of business. Certainly not an insignificant reason for this success is the superior ability and the willingness to work shown by Dallas workers.

Chance Vought had such faith in the ability of Dallas labor that it moved its entire plant to Dallas from Stratford, Conn., in 1948-49. This move by a veteran aircraft manufacturer—the company began operations in 1917—has been called the greatest industrial move ever undertaken in the Free World. It took 980 railroad carloads to carry over 14,000 tons of the company's standing equipment to Dallas. The distance was almost 1700 miles.

When Chance Vought came to Texas, the company brought with it more than 1,300 key employees, a large number but then not so large when the company's top employment since 1949 of better than 18,000 is considered. And top Vought officials state today that the company's success would have been as great if even fewer employees had come from Connecticut. The ability of Dallas labor to produce had amazed even these veterans who studied it thoroughly before placing the future of the company in its hands. In fact, *the Dallas Morning News* quoted Chance Vought officials as saying, "Few population centers anywhere can measure up to the skilled manpower needs of missile-making. Vought's 18,000 North Texans have this capability, as Regulus II has proved to the world."

Of course, the guided missile Regulus II is only one of the achievements of the company since it moved to Dallas. Other Dallas products dot the military landscape over the world, not only planes and missiles but in the vast field of electronics. The success of Texas Instruments in its pioneering ventures is proof enough of the Dallas worker's ability in this area of manufacturing.

From transistors to supersonic fighters, Dallas workers have proved that they can—and more important, that they want to—produce.

VORTEX FOR INLAND AIRPOWER

Within hours Dallas can serve over 41 of the nation's vital airframe and missile plants.

Not only is the immediate Dallas area the nation's No. 2 aircraft manufacturing center in its own right but the city has begun to occupy a vital position in the inland-based airframe and missile industry. Dallas is truly a hub of this vital phase of our national defense picture. On the north, south, east and west of Dallas these manufacturers are located, and more and more they look to Dallas for leadership in this field.

Dallas has become the obvious service center for all of this aircraft-missile industry with its many related operations because of the huge concentration found in this immediate area and because the city's excellent transportation facilities make it just a few hours away from the plants in other states.

In the immediate area are the Bell Helicopter plant at Hurst, the huge Con-



AMERICA'S first supersonic bomber, the Convair B-58 "Hustler" was designed at the company's San Diego plant to carry a detachable "pod" under its fuselage.

OVER 41 major plants for missiles, prime aircraft contracts, helicopters and aircraft subassemblies are within a few hours reach of Dallas.



vair plant at Fort Worth and Temco's operation in Greenville.

The best-known aircraft manufacturing installations immediately adjacent to the Dallas metropolitan area is Bell Helicopter Corporation, which has produced more commercial helicopters than all other makers combined.

Bell also turns out helicopters for the United States armed forces and for foreign military customers. The bulk of the company's business today is military, but Bell is out to boost its commercial sales, which have increased annually for the past six years.

Bell helicopters are now in commercial use in more than 50 foreign lands. Bell ships fly into some of the earth's most isolated spots, operating from polar regions to equatorial jungles. And they also take off and land daily in some of the world's greatest cities.

The helicopters' uses vary widely — air taxi, executive transport, mapping, surveying, mineral exploration, ranching, crop-dusting, power-line patrol, aerial ambulance, search, rescue, law-enforcement, advertising and promotion, forest fire-fighting, and many others.

Pride of the Bell commercial fleet is the Model 47J Ranger, a four-place, sleek craft that can fly 105 miles per hour, has a 200-mile range and can operate above 19,000 feet. Another commercial model is the 47G-2 Trooper, a three-place work-horse of the rotary-wing field. Either model can be equipped with litters, night-flying equipment and floats.

Bell also is busy filling military contracts. One that has attracted wide notice is an order of undisclosed size to build the much-publicized turbine-powered HU-1 for the U. S. Army.

The jet-powered helicopter can out-climb a World War II fighter plane and has been called an "aerial hotrod." It can be six to eight-place, and Bell already is seeking CAA commercial certification.

Bell is also filling U. S. Navy and other Army contracts and is proceeding with work on its XV-3 convertiplane under Army contract.

Bell is the second biggest employer in Tarrant County with 2,600 workers and an annual payroll of about \$18,000,000. Main plant and headquarters are at Hurst,

midway between Dallas and Fort Worth on Highway 183.

The firm rolled out its 2,000th helicopter last December, with more than 1,600 of these coming from Texas assembly lines.

The Bell Company holds scores of helicopter "firsts." Among them:

Bell got the first CAA commercial certification for a helicopter in history — March 8, 1946.

A Bell helicopter holds the world endurance record in the rotary-wing field — 57 hours and 50 minutes flight without a landing.

A Bell helicopter holds the world's non-stop flight record for helicopters — 1,217 miles, from Fort Worth to Niagara Falls.

Bell helicopters have logged more than 2,500,000 flight hours — equivalent to about 300 years of flying.

Bell Aircraft Corporation of Buffalo, N. Y., the parent company, began moving its helicopter operations to Texas in 1951. The helicopter division attained corporate status as Bell Helicopter Corporation, a wholly-owned subsidiary, Jan. 1, 1957.

Convair, a division of General Dynamics, operates a huge plant in Fort Worth, with average yearly employment since it began operations in 1942 of 18,377. Convair-Fort Worth's present employment is over 20,000 persons, and the 1957 payroll reached an all-time high of more than \$142,000,000.

The corporate history of Convair is a successful one, from 1923 when Major Reuben H. Fleet founded the company

(Consolidated Aircraft Corporation) through its merger with Vultee in 1941 until it became a member of the General Dynamics Corporation in 1954. During World War II, Convair operations expanded to 13 divisions throughout the nation. It was during this expansion that Convair opened its Fort Worth plant. Convair's general offices are located in San Diego, California.

Between the first B-24 Liberator of April 17, 1942, and VJ Day, some 3,000 planes, most of which were B-24 bombers, came off Convair's Fort Worth assembly lines. From 1947 until August 1954 the plant produced, delivered, repaired or modernized hundreds of intercontinental bombers, the B-36. The all-time high employment occurred during this period, when a peak of 31,103 was reached in October 1951.

Major activity at Convair-Fort Worth today centers around the development, production and testing of the delta-winged B-58 bomber with its detachable pod. This plane, the "Hustler," has introduced new concepts and manufacturing techniques to the fields of bombing and reconnaissance since it was designed and engineered in San Diego just a few years ago.

But the bustling 604-acre plant is pursuing several other projects, including conducting extensive Air Force-sponsored research and development leading to the application of atomic power for the world's first nuclear-powered aircraft; building components for the TF-102A proficiency

(Continued on page 90)



A JET-POWERED helicopter, the Army HU-1, is among advanced products of Bell Helicopter Corporation at Hurst.

OIL: Power for Air, Sea and Space



Oil continued to be an expanding factor in the Dallas economy and the oil industry continues to be one of the main bulwarks of National Defense. Despite factors that have cut back oil production in Texas, and reduction of income to individual producers and suppliers in the oil industry, Dallas' oil payrolls continue to grow. And despite atomic submarines and projected atomic missiles and rockets powered by oxygen and solid fuels, the forces in being on land, sea and in the air continue to depend on the oil industry as their basic source of power.

The United States is literally a nation on wheels and this is even more true of mechanized units in all branches of the Armed Services than ever before. Motor vehicle registration figures continue to mount in Dallas and all sections of the nation and stepped up mobility by land, sea and air is the keynote as individual units in the Army, Navy and Air Force expand their unit firepower.

It may surprise even some well informed Dallas businessmen to know that overall oil payrolls in Dallas County are almost twenty million dollars in excess of last year, and represent a percentage gain of almost one percent in Dallas over

1957. Figures compiled by the Research Department of the Dallas Chamber of Commerce show that the current Dallas County payroll for oil and related industries stands at \$119,629,000 against a 1957 figure of \$101,100,000. Last year's total Dallas County payroll figure was \$1,299,585,000 and the current figure is \$1,401,000,000. Last year the oil industry payroll represented 7.8 per cent of Dallas total payrolls. This year it represents 8.5 per cent.

A breakdown of Dallas County payrolls by the Research Department of the Dallas Chamber of Commerce shows that out of a total county employment figure of 341,125, there are a total of 23,240 people employed in oil and related industries.

In terms of individual segments this breaks down into the following classifications: Petroleum products manufacturing has 2,800 employees with an estimated annual payroll of \$13,440,000. This includes petroleum refining, asphalt and related products. Oil production and related products shows 6,325 employees with an estimated annual payroll of \$43,010,000. This includes major company production personnel as well as in-

dependent operators and geophysical and other industries allied to production. Petroleum products and wholesale trade account for 750 employees and an estimated annual payroll of \$3,938,000. This includes bulk plants and distributors.

Petroleum products, retail trade, (filling stations) account for 4,365 employees and an estimated annual payroll of \$14,841,000. Oil field and refinery equipment manufacturing account for 6,000 employees and an estimated payroll of \$28,800,000. Oil field equipment wholesale trade accounts for 3,000 employees and an estimated annual payroll of \$15,600,000. This includes sales organizations of minor and major suppliers with varied facilities in Dallas.

The high level of this oil and related industries payroll shows up in comparative figures. With 6.8 per cent of the total employees in Dallas County, this important segment of industry accounts for 8.5 per cent of the county's total payroll.

Concentration and consolidation are two of the factors cited by the Research Department of the Dallas Chamber of Commerce to explain this oil industry expansion against overall cutbacks in the

(Continued on Page 92)



For want of a horse the SMITH was lost...

Time was when the Blacksmith Shop was a mighty busy place . . . when horsepower came "on the hoof." But as the first gasoline engine coughed and sputtered into life, the days of the "Village Smithy" were numbered. That's progress!

Spurred on by *competition* it spells success for some things, obsolescence for others. In today's highly competitive market the search for *new* and *better* methods of production is an urgent one. It's a problem calling for fresh thinking and sound experience. When it comes to manufacturing that requires Machine Tools and Production Equipment we at NICHOLAS & PARKS would like to show what we can do to help *you* build a better product at a lower cost.

Our belief that "Good Machinery Doesn't Cost . . . IT PAYS!" is a proven fact. It certainly is unwise to pay too much but it is worse to pay too little. When you pay too much you lose some money — that's all . . . but when you pay too little you sometimes lose everything, because that which you bought was incapable of doing the things it was bought to do. The common law of business balance prohibits paying a little and getting a lot — it just can't be done. In considering capital machinery equipment if you deal with the lowest bidder or with those having inexperience it is well to set aside an amount for the risk you run and if you do that, you will have more than enough to pay for the proper equipment in the beginning.

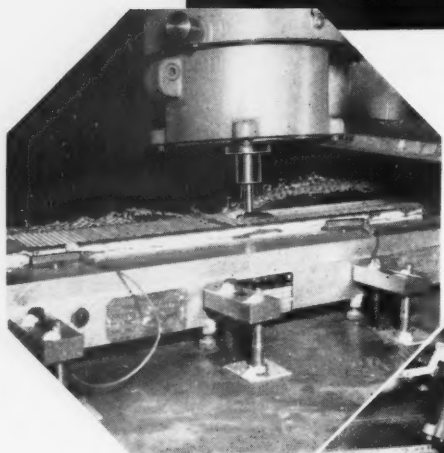
Competition is a wonderful thing when you are *ahead* of it, and it is our business to keep you there insofar as Machine Tools and Production Equipment are concerned. That is why we say "Good Machinery Doesn't Cost . . . IT PAYS!"



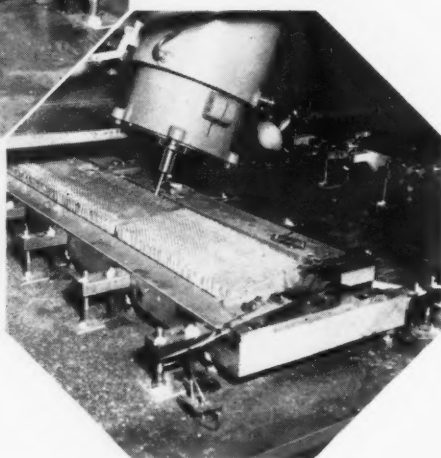
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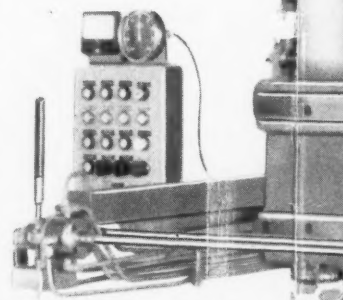
Onsrud® CONTOUR MILLING MACHINES FOR MILLING...



Honeycomb stock is contour milled with varying angle feed in operations shown here.



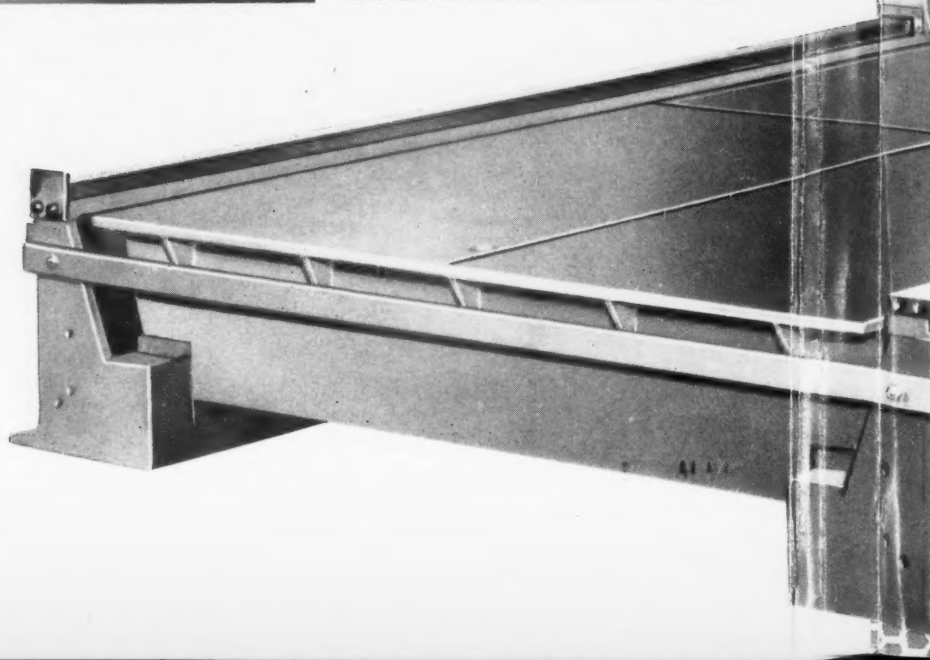
For the production milling of honeycomb structural cores in aircraft production, Onsrud milling machines have already proved outstanding. The combination of angular, vertical, longitudinal and transverse feeds permits the milling of any required airfoil shape and contour to match the outer skin section, for complete skin to core contact in assembly. The high RPM "light touch" feed of the cutter results in smooth machining of the honeycomb cells without bending or burring of the cell wall ends. This same machine also serves in the production milling of a wide variety of parts now customarily milled on spar and skin mills.



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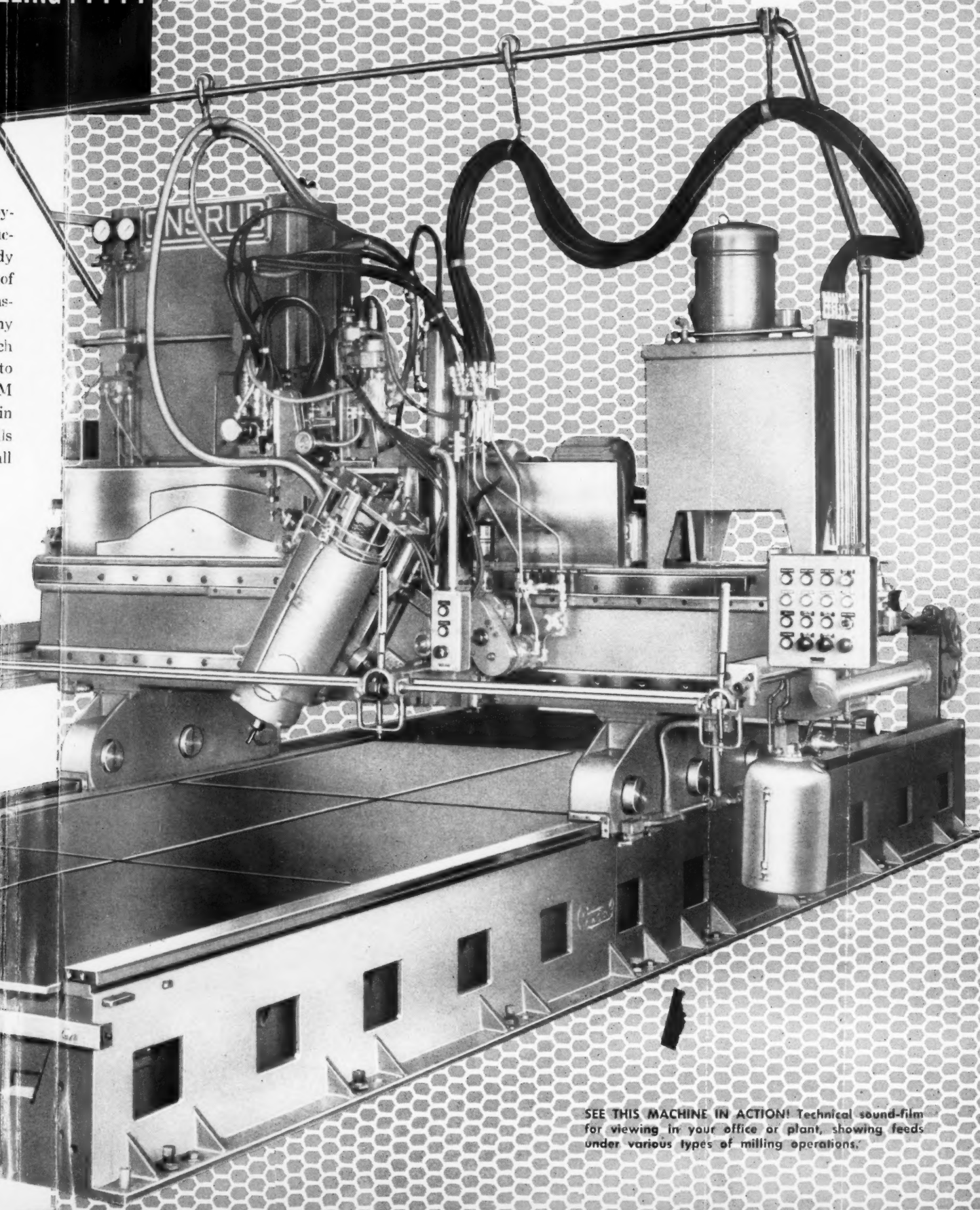
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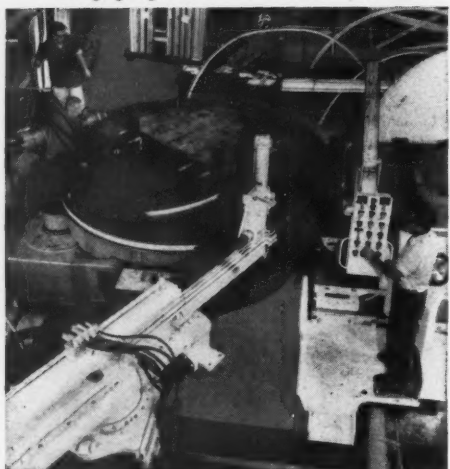
GOES

Up

WITH BATH RADIAL DRAW FORMERS



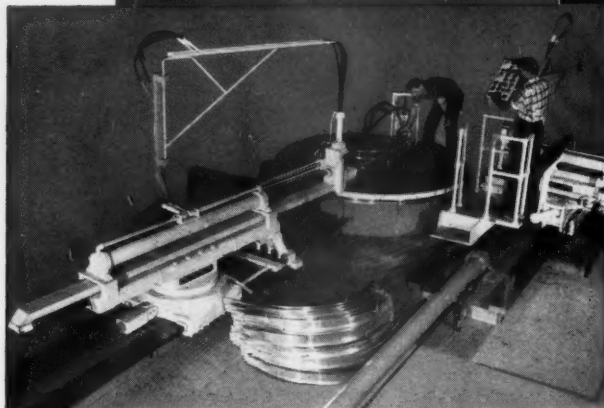
AT NORTH AMERICAN, Columbus, Model CF 25 Bath Radial Draw Former produces a variety of changing angle curves for the F-100D Super Sabre.



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The Author:

FLIGHT Magazine editor and publisher, George Haddaway, has long been identified with federal aviation policy, having served under four Civil Aeronautics Administrators as chairman of CAA's aviation development advisory committee. During Korea he chaired the important aviation mobilization task force in the National Security Resources Board. More recently he organized and served as chairman of the General Aviation Facilities Planning Group which has been working with President Eisenhower's special assistant in all matters pertaining to the modernization of our Federal Airways System. A native Texan and graduate of the University of Texas, Haddaway established FLIGHT Magazine 25 years ago.



BETTER THAN THE RUSSIANS

Dallas Fits Into Nation's Strong Civil Defense Plan

An intelligent assessment of U. S. airpower must take into account far more elements than our weapons capability and our military manpower.

One of our most useful strong arms of national defense is a healthy civil aviation complex that includes the world's best air transportation system together with a precious asset no other nation can match — our vigorous business, industrial and agricultural aviation enterprise usually referred to as "general aviation" and composed of some 70,000 active civilian airplanes, a couple of hundred thousand licensed pilots plus some 6,000 airports and landing fields many of which are equipped with modern communications, shops, mechanics and fueling facilities readily convertible to wartime use.

From lessons learned in World War II and during the Berlin airlift our government decided we'd never be caught short again as we were at the time of Pearl Harbor. Back in 1951 we made an exhaustive civil aviation mobilization survey under the direction of the National Security Resources Board. This work not only uncovered a tremendous inventory of reserve air strength but also documented the value of this civil "airpower" and developed a practical formula for mobilizing these rich resources in case the Korean War spread into a world conflagration. These documented plans have been kept up-to-date since those troubled days and can be put into action if, as and when our adversaries decide to unleash another war.

Remember right after Pearl Harbor when Uncle Sam stepped in and appropriated a large part of our scheduled air-

line airplanes and technically trained people plus several thousand business and industrial aircraft? We still have a pathetic air lift deficiency in the United States as every military and civilian airman will testify. History certainly would be repeated should a major shooting war break out, in which event many observers predict virtual total mobilization of civil aviation. There's considerable solace in knowing that this time we're anticipating the problem and can quickly convert to war mobilization.

Let's take Dallas as an example in case our mortal enemy decided to precipitate a big war. In a matter of hours certain large transport aircraft owned by Dallas based Braniff International Airways would in all probability be converted to military use. Several hundred business and executive aircraft based at Love Field, Addison Airport, Dallas-Garland, Red Bird and other satellite fields would be available immediately either to the military or to the civil defense organization. Many of these business airplanes are equipped with the finest communications equipment money can buy and are manned by some of the most experienced professional pilots in the world. This is airpower in-being — not on paper.

Dallas' large commercial airplane and engine shops such as Dallas Aero Service, Dallas Airmotive, Executive Aircraft, J. R. Gray Company and Southwest Airmotive, in any protracted state of hostilities, would be available for all-out military work. In fact Southwest Airmotive has for several years been overhauling military jet engines and has created a priceless facility of technical manpower,

equipment and know-how in the field of jet powerplants.

Suppliers, like the Henry L. Seale Aviation Supply Company at Love Field, which is a prime contractor furnishing Pratt & Whitney engines for Beechcraft airplanes, are also important to the Dallas defense picture.

Likewise our satellite airports would be a major source for training, aircraft refueling, independent communications and reserve air and ground equipment. Some civil defense plans in many municipalities designate the airport as the major nerve center of all civilian defense operations in case of atomic attack.

Every civilian airman has already been checked from a security standpoint under a system developed during the Korean War, perfected from the one used in World War II. The Defense Air Transport Administration within the Department of Commerce, which grew out of the aviation division of the National Security Resources Board, is staffed by aviation specialists who have formulated plans and policies relating to civil aircraft mobilization use and have made valuable contributions toward standardizing and coordinating state and local civil air defense activities.

The wonderful aspect of America's civil aviation complex is that it has been developed not only in every recognized center of population, industry and commerce, but it can be found in almost every cove and hamlet throughout the nation, constantly growing — and at no cost to Uncle Sam. While the scheduled airlines operate on and off a few hundred airports,

the aircraft and pilots of general aviation go anywhere and everywhere.

Texans won't soon forget the role of civil aviation in the Texas City disaster when more than 500 lives were lost following the explosion of a French freighter in the harbor that set off a chain reaction of other explosions and fire. An immediate aftermath of this catastrophe was the clogging of all roads leading into the town. The death toll would have been more than double had it not been for the airlift of doctors, nurses, plasma and serums into the stricken area.

From peacetime catastrophes such as Texas City it is not difficult to visualize the horror of an all-out nuclear weapons attack on the United States. With highways and bridges, railroads and communications immobilized the airplane and the helicopter might well be the only instrument of relief, communication and even salvation. Little wonder that civil aviation long ago welcomed our government's desire to prepare the civil aviation industry to meet the requirements of war.

We've all been told that a total nuclear war would be so devastating that it would be over in a few days. Every student of history knows that the will to resist is the most precious asset a nation has when under attack.

While large segments of our population seem to have grown apathetic toward civil defense and the need for adequate preparation, the civil aviation fraternity has refused to become complacent. Their contributions to victory in World War II, ranging from the bomb-carrying Civil Air Patrol airplanes that flew on anti-submarine patrol to the large airline transports pressed into airlift operations, established a partnership with our military services that is now recognized as a major national defense asset.

We know something of the Russian's weapons capability, their supposed superiority in intercontinental guided missiles, their large fleet of operational jet transports on scheduled airlines while we have none, and a lot about their almost limitless manpower, what with Chinese "volunteers." And we recognize them for what they are — the most formidable potential foe our nation has faced in all history. But even the vaunted Russians can't boast the rich civil air reserve capability of U. S. aviation, developed under an individualistic, free-enterprise system. As one of the most active civil aviation centers in the world, Dallas is proud to be a part of this ubiquitous, versatile and vital force now ready, willing and able to do all the essential jobs inherent in total mobilization.



MAJOR FLEETS of private business planes are maintained at Love Field's Southwest Airmotive.



ADDISON AIRPORT, north of downtown Dallas, is rapidly expanding for executive aircraft.

SOUTH OF THE CITY proper is Redbird Airport, below, which has facilities for all types of business planes.



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Thinking men and women with a sense of civic responsibility, through many generations past, have sought to provide help for coming generations by setting aside resources accumulated during their lifetimes.

Many gifts of funds and property, set aside for a single, narrow purpose, lie useless today because progress and social changes have eliminated the very needs for which they were established. The funds have grown and grown through interest earnings, but cannot be touched for any other purpose, no matter how vital to present day social needs.

The Dallas Community Chest Trust Fund was established to avoid this serious pitfall of private philanthropy. The Trust Fund keeps pace with the changing scene. It maintains constant vigilance to answer pressing needs of health and welfare organizations, and is prepared to counsel with the donor as to the best method of insuring timeless use of his or her gift.

Those who give through the Trust Fund will continue to have a *living* part in the accomplishments of the future. Gifts through the Trust Fund live in perpetuity — they become your mark upon the future.



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*Contributed in the community interest by a
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Committee Pushes Membership Score Up

Highlight of the July activity of the Chamber's Membership Committee was the presentation of Vice-Chairman Oliver F. Erickson's Life Membership Award. Mr. Erickson was the 26th individual in the history of the Dallas Chamber to receive this honor by sponsoring one hundred Chamber memberships in a twelve consecutive months period. The award was presented at the July 24th Membership Committee Meeting by Chamber Vice-President L. T. Potter. Mr. Erickson's "extra-curricular" activity is working as business manager of the Mechanical Contractors Association of Dallas, Incorporated.

At the end of July, the Membership Committee had sponsored 1,512 memberships toward their goal of 2,800 in 1958. A total of 187 new memberships were signed in July.

In the annual race for the three "President Erik Jonsson Trophies," there was a change in the third place position. Section No. 1, Vice-Chairman Carol Neaves, went ahead of Section No. 3, Vice-Chairman Oliver Erickson. The other two teams remained in the same position: Section No. 4, Vice-Chairman Jim Layne, in the lead; Section No. 7, Vice-Chairman Jack Wantland, in place position.

Amusements

ARAGON BALLROOM, 1011 South Industrial Blvd.; Fred Smith (Hugh Howard)

CLUB SANS SOUCI, 1907 Greenville; Jimmie Crumley (Jim Henderson)

Individual and Service Organizations

A. W. ALBANUS, Encyclopedia Britannica, 1115 Exchange Bank Bldg. (Jack Clark)

ED. ONSTOT, 912 South Ervay (Jim Layne)

JOHN R. BROUGHER, JR., 8703 Glencrest (Charles Barrett)

LEONARD NICHOL, 1101 Mercantile Sec. Bldg. (Ralph Sledge)

JOSEPH R. GRIGGS, 1309 Main St. (Staff)

Restaurants

ARNOLD'S RESTAURANT, 2538 Cedar Springs; Arnold Vrocher (James C. Henderson, Jr.)

SAM & PETE'S, 1308 Main St., Semo Sulovich (Jim McBride & Hugh Howard)

MAC'S BARBECUE, 2600 Main St.; Bill H. McDonald (Ellis Watkins)

Construction

CARMODY HOMES, 1300 Rep. Bank Bldg.; Dick Carmody (Ben Gee)

DUPONT ENGINEERING INC., 6115 Denton Drive; Murphy L. Dupont (Russell Thompson)

BERMUDA POOLS, INC., 2609 Cedar Springs; Melvin Shuler (Norman Rothman)

MARK COINTEPAS & ASSOC., 145 Yorktown; Mark Cointepas (Jack Wantland)

DALE MOUNT DRILLING, INC., 1155 Merc. Dallas Bldg.; E. Dale Mount (R. L. Percival)

MAGNER CO., 309 Preston Royal; Tom Magner (Ben Gee)

W. B. SLAYDEN-MASONRY CONTR., 11822 E. NW Highway; W. B. Slayden (Bob Atkinson)

CONNELL CONSTRUCTION CO., 2110 Hawes; George Connell, Marvin Connell and C. H. Connell (W. C. Windsor, Jr.)

MARINE DEVELOPMENT, INC., 1540 Rep. Bank Bldg.; W. R. Hawn (Edward Souza)

ANDY'S MILL & CABINET CO., LTD., 1800 Rock Island; Andy McDonald (Harry McCaffrey)

CITY WIDE PLUMBING COMPANY, 2900 Greenville Ave.; Arnold Wesson (Bruce Robbins)

CONCHO CONSTRUCTION CO., INC., 5622 Dyer; M. W. Grumbles (Tom Owens and C. L. McShan)

JOHN A. PETTY, INC., P. O. Box 10564; J. A. Petty, Pete Mullins and Harry Allen (Tom Owens)

H. K. WYATT CEMENT CONTRACTOR, 2714 Aster St.; H. K. Wyatt (Max Saichek)

CHARLES E. BRANTON CO., 10908 Seagoville Rd.; Martin E. Hanes (Fred Garland) (Mesquite, Texas)

STURDIVANT LANDSCAPE SERVICE, 3706 Miles St.; R. R. Sturdivant (Jim Layne)

COMMITTEEMAN OF THE MONTH



JACK L. CURTIS

Chamber Life Member Jack Curtis, a four-year veteran of the Chamber's Lasso Club, sponsored 22 memberships in July. He is the Executive Secretary for the Dallas Association of Insurance Agents.

A native of Waco, Texas, he was graduated from the School of Law, Baylor University. During World War II he served as a Special Agent in the Counter Intelligence Corps. In 1947 he came to Dallas and has been in the insurance business since that time.

Jack is a member of the Dallas Rotary Club, Insurance Club, Texas Society of Association Executives, American Society of Association Executives, Eastern Hills Country Club, and the Dallas Chamber of Commerce Life Members Club. He serves on the executive committee of both the Dallas and Garland Citizens Traffic Commission.

He resides at 2627 Larry Drive in Garland with his wife, Ann, and their children, Jim and Leanne.

Membership

COLE WILLIAMS, INC., 7903 Manderville Lane; W. B. Williams and W. C. Gowan (Wm. Hill)

Professional

JOHN L. BASKIN, M.D., 8215 Westchester Drive (W. C. Windsor, Jr.)

CALDWELL, BAKER & JORDAN, Med. Arts Bldg., Suite 305; Russell W. Baker (Jack Clark and J. I. Jordan)

DRS. GROSSMAN & SMITH PATHOLOGY LABORATORIES, 915 St. Joseph St., Suite No. 4, P. O. Box 57; Mervin H. Grossman, M. D. (W. E. Jones, Jr.)

CHARLES F. STRINGER, M.D., 746 South Central Expressway, Richardson, Texas (John Mitchell)

HERBERT W. MARSHALL, 902 Merc. Sec. Bldg. (Orrin Miller)

MARK L. LEMMON, M.D., 1122 Medical Arts Bldg. (Wm. M. Branch, M.D.)

TOOLEY-MYRON STUDIOS, 1924 Main; S. A. Campbell (Ralph Sledge)

TREASURE CHEST, 110 South Poydras; Sam Spigel (Jim Layne)

WM. J. WISE, D. D. S., 6331 Prospect (Jack Wantland)

ROBERT P. WOODRUFF, 522 Fidelity Union Life Bldg. (Bill Conklin)

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J. WALTER THOMPSON CO., 2440 Rep. Natl. Bldg.; Clarke Brown (Stormy Meadows)

J. WALTER THOMPSON CO., 2440 Rep. Bank Bldg.; Bill Breuer (Stormy Meadows)

WILLIAM S. WYMOND, JR., C.P.A., 1434 Natl. Bankers Life Bldg. (R. L. Percival)

JOHN B. REID, JR., C. P. A., 6310 Denton Drive (Charles Washburn)

JOHN B. GATEWOOD, D. D. S., 8215 Westchester Drive (James Cauthen)

J. R. GREENING, D. D. S., 7114 Military Parkway (James Cauthen)

FORD H. HALE & COMPANY, Mercantile Dallas Bldg.; Kay R. Tharp (Daws Echols)

GEORGE KINCAID PHOTO LABORATORIES, 3023 Routh St.; George Kincaid (Leon Marshall)

ROPER & VANCE, Architects, 8306 Varsity Plaza; John P. Roper (Cliff Bivens)

OVERTON SHELMIER, Beran & Shelmire, 1715 Tower Pet. Bldg. (Hal Copeland)

WALLY WILLIAMS, INC., 6024 Luther Lane; Herbert Silverman (Joe Glickman)



RECEIVING HIS SEVENTH Top Hand Award is Co-Chairman N. W. "Nat" Ryan (right), Industrial National Bank, from senior Double Life Member of the Chamber, Admiral A. C. Olney of Temco Aircraft Corporation.



FELIX HARRIS, 1957 Membership Chairman, presents W. C. Windsor, Jr., 1958 Co-Chairman of the Committee, his first "Top Hand Award."



SIGNING UP FOR AN INCREASE in his Chamber investment is Mr. Tom H. Woolf, center, owner of the Steak House Unique. The two committeemen sponsoring his substantial increase in Chamber investment are (L to R) Ben Gee, Lone Star Gas Company and Jack Clark, Empire State Bank.



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Membership



TOP HAND AWARDEES and Sponsors (L to R): Committeeman Fred Garland of Trophy Center; Sponsor Ed Sammons and Awardee Ned Meyerson, Fidelity Union Life Insurance Company; Miss Stormy Meadows, Adolphus Hotel; Sponsor Dr. E. D. Walker and Awardee John Horton of the Dallas Public Schools.

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MURLIN ENGINEERING COMPANY, 6023 Azalea Lane; John A. Murlin (Leon Marshall)

VAN GOGH STUDIO, 1710 Jackson St.; Leona J. Lane (James C. Henderson, Jr.)

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SOUTHWEST METALS CO., 2209 South Industrial; C. W. Wilson (Nat Ryan)

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WHITEHURST STAMP & COIN SHOP, 1628 Bryan St. (1); Mrs. Pat Whitehurst (J. A. Coffey)

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JA RO-CHEM, 2551 Farrington; J. H. Robbs (Nat Ryan)

NEGLEY & SON, INC., 135 Parkhouse; Kenneth D. Baer (Cliff Bivens)



TOP HAND AWARDEES and Sponsors at Lasso Club luncheon June 19: (L to R) Awardee Life Member Jim McBride and Sponsor Ralph Brinegar, Ralph Brinegar Insurance Agency; Awardee Hugh Howard, Aetna Life Insurance Company; Sponsor Ted Wheeler and Award Winner James Shipp of the Jamesco Company.

Membership

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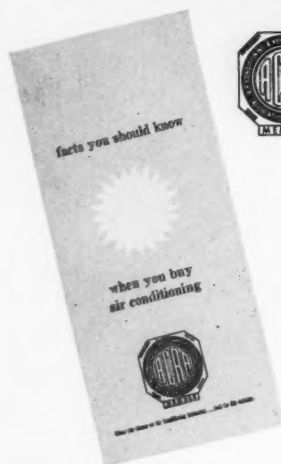
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(Ned Myerson)

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phus Tower (Ned Meyerson)

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Shipp)

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MERCE, 507 Continental Bldg.; J. P.
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CO., Adolphus Tower; O. L. Fisher (Jim
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NEW AND EXPANDING BUSINESS



Rowe Machinery Completes Move to Brook Hollow Plant

Rowe Machinery and Manufacturing Company, manufacturers of coil handling equipment, has occupied this new plant and offices at 811 Regal Row in the Brook Hollow Industrial District. Located on a five-acre plot, the building, designed by Gordon Associates, architects, provides 26,500 square feet of floor space for manufacturing facilities, with an additional 4,500 square feet for administrative offices.

Armour Installs Center in Dallas

Because of its central location from the standpoint of transportation and communication, Dallas was chosen recently for the headquarters for all Armour and Company operations in the Southwest.

T. R. St. John, vice-president of the Dallas office, says the need for a central location in a growing community prompted Armour to select Dallas as a center for the company's plants in Texas, Oklahoma, Louisiana, Arkansas, Arizona, Missouri, and Kansas.

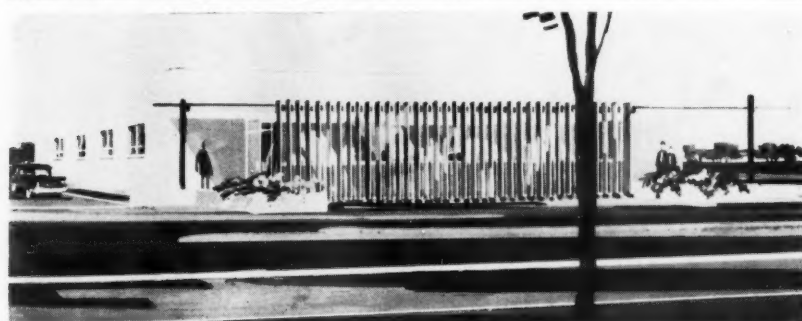
Since Dallas' transportation facilities are a prime factor in the move, members of the executive staff will travel frequently. For this same reason, Armour's offices in the Exchange Bank Building are not large.

Activities which the Dallas staff will direct are big operations, however. Some of the activities are those in major meat

packing plants in Fort Worth, Oklahoma City, and Kansas City; Owen Meat Packing Company in Brownsville; eighteen refrigerated branch houses throughout the Southwest; and dairy and poultry plants in the area.

In organizing his headquarters staff to supervise production and sales, Mr. St. John has appointed E. C. Peterson, controller; Bill Bass, processed meat marketing manager; John B. Collier, Jr., general manager for dairy and poultry; John B. Collier III, general manager for margarine; Sherrill L. Wiggs, manager for live-stock procurement; J. W. Sullivan, transportation manager; and H. A. Bruhn, advertising and merchandising manager.

Armour and Company ranked sixteenth in sales among all the industrial firms of the United States in 1957. Establishing the new Dallas headquarters is part of the company's program of decentralized management.



Construction Starts on Office Building for Garrett

Harry J. Garrett & Company, Commercial Realtors, will occupy approximately one-fourth of this 10,000-square-foot office building now under construction at 1050 West Mockingbird Lane, just off Empire Freeway. The remainder of the building will be offered for lease.

DALLAS • AUGUST, 1958

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Fletcher Corporation Occupies New Regional Headquarters

R. H. Fletcher, Inc., wholesale distributor for the Stauffer Home Unit and Stauffer Travel Rest, has moved to 9106 Sovereign Row in the Brook Hollow Industrial District. The new facility, of grey brick with glass front, contains 13,300 square feet of floor space, including some 5,000 square feet of offices. The building is served by a railroad spur and provides paved off-street parking and truck loading. A. P. Wiley was the general contractor and Jack Moser of the Moser Company, Realtors, handled the lease negotiations.

► Frisco Transportation Company, presently located at 921 Wall Street, has negotiated for a terminal building at 4626 Irving Boulevard. Frisco is a subsidiary of the St. Louis, San Francisco and Texas Railroad Company. The company's new facility covers approximately 7500 square

feet, with 1500 square feet of air conditioned office space. Hank Dickerson, of Majors & Majors, Realtors, handled land and lease negotiations. David Burton, Jr., is developer and owner of the terminal building now under construction by the J. H. Williams Construction Company.

► Harold Weil, developer, has sold twenty-six lots in Kenilworth Estates to Billy Underwood's Personality Homes, Inc. Mr. Underwood has three model homes under construction, scheduled for completion in May. Also, the Gibraltar Building Corporation will build a model house for Texas Ranch Style living in Kenilworth Estates, construction to start immediately.

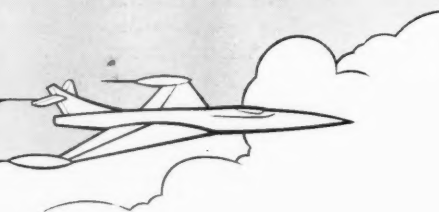
★

► The Southwest Bank & Trust Company at Irving has moved into a new building at the intersection of Highway 356 and Grauwylar Road. The 9,000-square-foot structure includes drive-in banking facilities and a large parking area. The Whilmar Construction Company was the general contractor.

★

► The British-American Oil Producing Company marked its sixth anniversary in Dallas by completing the movement of its main offices from the Corrigan Tower Building into new quarters on the eighth, ninth and tenth floors of the Mercantile Dallas Building at Commerce and St. Paul Streets.

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New and Expanding Business

► Great Southwest Railroad, Inc., has been granted a certificate by Interstate Commerce Commission to own and operate sixteen and one-half miles of rail line in the Great Southwest Industrial District. It will connect with both the Texas & Pacific and the Rock Island lines and provide inter-area rail service to industry in the center of the Dallas-Fort Worth metropolitan area. Angus G. Wynne, Jr., head of the Great Southwest Corporation, developer of the district, is president of the rail line with C. Wesley Goyer, Jr., as vice-president; T. L. Wynne, Jr., secretary; William Zeckendorf, Jr., New York City, treasurer, and F. Bruce Davey, assistant secretary-treasurer.

★

► The Richardson News, a new, Thursday-distributed, subscription weekly newspaper, is now being published by Durwood Hayes, with offices at 110 North McKinney Street. Jack R. Kemp is the editor. Initial circulation will be to the 3,000 homes in Richardson and 1,200 homes in the surrounding trade territory. The Prairie Press, printers of numerous Texas weeklies, has contracted for the printing of the new publication.



Burgess-Manning Occupies Brook Hollow Plant

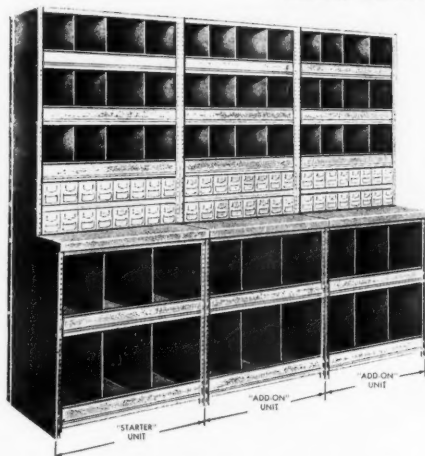
The Industrial Silencer Division of the Burgess-Manning Company has moved to this new modern plant at 9207 Sovereign Row, Brook Hollow Industrial District. The new facility was built by Trammell Crow, with McFadden & Miller Construction Company as general contractors. Architects were Harold A. Berry and Donald H. Speck, and lease arrangements were handled by Bill Campbell of Campbell & Campbell, Realtors.

► Mario's Restaurant formerly located at Central Expressway and Ross Ave. has moved to its new location at 4300 Lemon Ave. at Wycliff. The ten-year old restaurant specializing in Italian and continental cuisine will have the same basic menu with some new items added. The new location's decor was done by Edith Flynt of Dallas. Private club facilities will also be available at the new location.

► Independence Acceptance Corporation, which has opened offices at 1202 Dragon Street in the Trinity Industrial District, is the first subsidiary of its kind to be set up by the Philco Corporation of Philadelphia, Pennsylvania. The Dallas company will assist in financing dealers' purchases from the manufacturer and in financing customer purchases from the dealers. C. R. Crowe is the branch manager.

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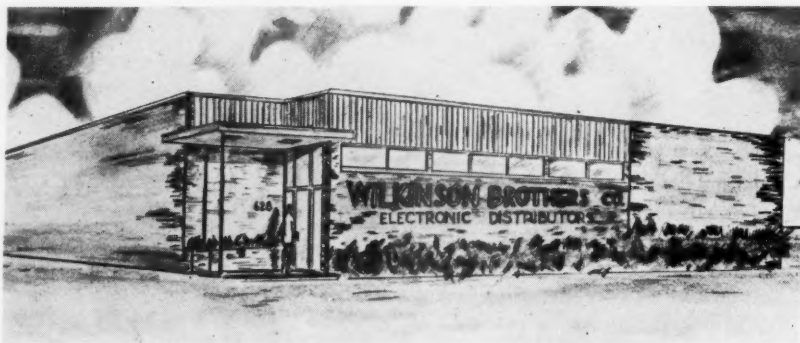
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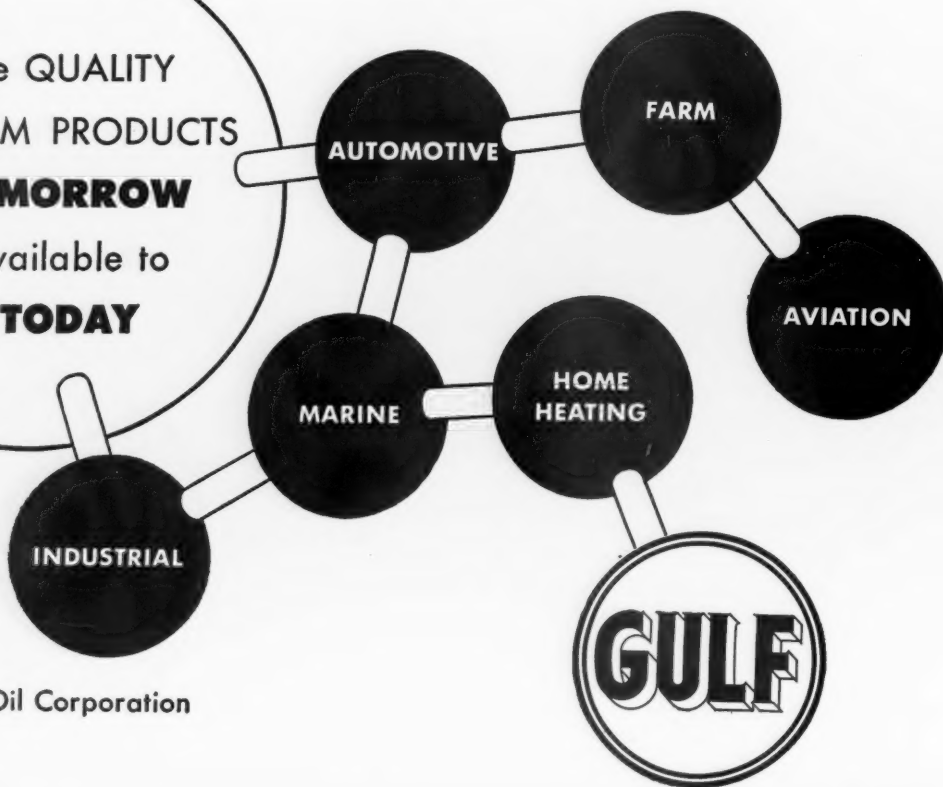


Wilkinson Brothers Opens New Outlet

Wilkinson Brothers Company, Dallas electronic distributors since 1932 have opened their new outlet at 628 Centre St. According to Elliot Wilkinson, president of the firm, the new 3,500-sq.-ft. building will have complete warehousing, administrative, and counter facilities for the commercial trade. Other officers of the firm are L. H. Wilkinson, secretary treasurer, and Jack D. Wilkinson, vice president, who will be in charge of the new store. Carpenter Brothers were general contractors for the building.

► Four subsidiary companies of G. E. Miller and Company—Gemco Printing, Town North Magazine, Southwest Properties Magazine, and the Park Cities-North Dallas News—have moved to a location at Westminster Avenue and Snider Plaza, Giles E. Miller, president has announced. The firm's general offices have been relocated at 2311 Cedar Springs.

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New and Expanding Business

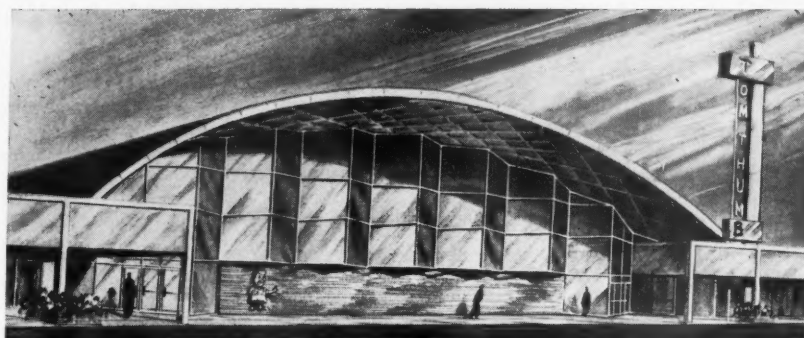
► Floor Service Company, the Dallas firm that pioneered the rental floor polisher business, expanded its operations this month with the formal opening of Retail Rentals, Inc., a wholly owned subsidiary. This new company will place "Rent-O-Mats" in supermarkets. From these machines can be ordered 20 rental items, ranging from punchbowl sets and exercising machines to garden tillers and cement mixers.

Thomas G. Lewis, president of the company, is founder of Floor Service Company, which began renting floor-polishing machines five years ago. The success of this venture led to the founding of the new company, according to Frank J. Chatfield, vice president of the firm.

Headquarters for both companies is at 4747 Maple Avenue.

★

► Hart Bowl, a modern bowling establishment, is to be built on a four and one-half acre tract of land on the northwest corner of Northwest Highway and Webb's Chapel Road. It was designed by Architect George L. Dahl. Larry A. Hart, president of Home Furniture Company, is the sole owner. Completion date is estimated as March, 1959.



Tom Thumb Market Planned for Preston Royal Village

This 24,000-square-foot Tom Thumb Super Market will open in August in the new Preston Royal Village on the northwest corner of Preston Road and Royal Lane. The new store is one of three new Tom Thumb Super Markets on the drawing boards for construction in 1958, and will bring the total number of the chain-operated units to 19 in the Dallas area. Architect for the Preston Royal Village project is Harold A. Berry, and the general contractor is McFadden & Miller Construction Company. Henry S. Miller Company, Realtors, are exclusive leasing agents.

► Ward H. Silliman Associates, Inc., manufacturers representatives for office supplies and office furniture, have moved into expanded quarters at 1203 Dragon Street in the Trinity Industrial District. Served by both rail and truck docks, the facilities of Silliman's new location will enable the company to warehouse two of its six lines,

Cosco office furniture and Quality Park envelopes. Air conditioned offices and off-street parking are provided. The company ships throughout Texas, Oklahoma, Arkansas and New Mexico. Robert W. Silliman is president and Wayne B. Preston is vice-president of the firm. The lease was made through Trammel Crow.



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Black and White
Letterpress or
Lithography

PADGETT PRINTING CORPORATION

1313 N. Industrial Blvd.

Dial Riverside 1-6461

LEASE Sound Equipment

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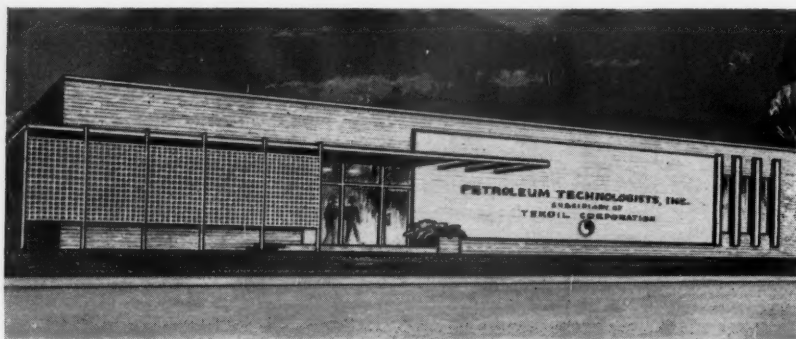
No need to buy! Ask about our *no-down-payment, long-term lease plan* on famous Stromberg-Carlson custom-engineered Sound Systems!

STROMBERG-CARLSON
ROOM 112 WILCOX BLDG.
3202 KNOX ST. LA 8-3030

ORKIN
Since 1901
WORLD'S LARGEST PEST CONTROL COMPANY

4815 Ross Ave. TA. 1-9978

New and Expanding Business



Petroleum Technologists, Inc., Leases Brook Hollow Facilities

This all-masonry, 10,600-square-foot building at 7101 Empire Freeway in the Brook Hollow Industrial District will house executive offices and Texas operations of Petroleum Technologists, Inc., integrated laboratory and engineering service, in October. The new facilities will include separate laboratories for routine core analysis, reservoir fluid studies, and special core analysis. James W. Randolph of Bolanz and W. C. (Dub) Miller, Realtors, handled lease negotiations.

► McCann-Erickson, Inc., has expanded its regional advertising agency system to Texas, designating its office here as the Texas office of the Marschalk and Pratt Company, a wholly-owned division of McCann-Erickson, Inc. The move will result

in the reorganization and enlargement of the Dallas agency, with the full facilities of McCann-Erickson on call for all Dallas clients. Bill M. Sansing has been manager of the Marschalk and Pratt Dallas office since it opened.

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129 S. E. 17TH ST. • P. O. BOX 1026
GRAND PRAIRIE, TEXAS

New and Expanding Business



H. J. Heinz Company Occupies New Warehouse

This new Texas facility of the H. J. Heinz Company, located at 4924 Woodall Street in the West Trinity Industrial area, provides 44,000 square feet of floor space. The headquarters of the Dallas sales branches and the Southwestern regional offices will be located here, also the central accounting office for the Southwestern Region, which includes Wyoming, Colorado, New Mexico, Oklahoma, Louisiana, Texas and parts of Mississippi, Florida and Alabama. H. M. Greer is regional manager in charge of all operations in the Southwestern Region.

► The Crawford Door Company of Detroit, Michigan, has opened a branch office and warehouse building at 115 Manufacturing Street in the Trinity Industrial District. This is a new company for Dallas, and the branch will ship Crawford

overhead garage doors throughout Texas, Oklahoma, New Mexico, Kansas, Louisiana and Arkansas. The brick building has air-conditioned offices and warehouse facilities served by rail trackage, truck docks and off-street parking.

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Life Insurance Company
DALLAS, TEXAS CEDRIC BURGER, Pres.

Service

to the Aviation Industry

This is the principle on which we've built our business, and to which we have dedicated our new 32,000 sq. ft. building.

We are proud to be a part of this Great Industry, and pledge to constantly seek even better ways to be of Service.



Commercial Tooling Company

AN 2-2658 — CR 5-8101

941 Ave. G East — Great Southwest Corp.



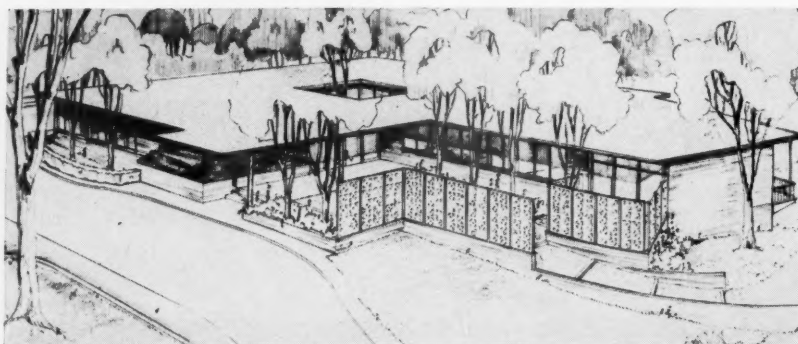
BUSINESS PROPERTY



1712 Commerce St. • Dallas • Phone RI 1-9171



New and Expanding Business



Stekoll Petroleum Plans Office Building

Stekoll Petroleum Company plans to build this \$200,000 executive office building on Gillespie Street just off Turtle Creek in Dallas. The one-story contemporary structure will provide approximately 6,000 square feet of modern office space for accounting, engineering, land, and geology departments and executive offices, with ample provision for enlargement. Land purchase was arranged through David Benfer, realtor, and the architect is Max Sandfield.

► Shoppers Phone Service started operation recently, acting as an information source for visitors or Dallasites desiring information about where certain products may be purchased, directions, or other miscellaneous facts. Started by Thaine H. Walden of Houston and Rex Curtis of Fayetteville, Arkansas, Shoppers Phone Service may be reached at Lakeside 6-7847, day or night.



FOLLOW THROUGH

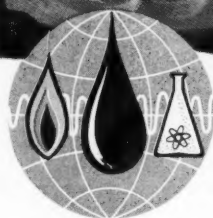
A sale is an expression of your customer's confidence in you. He trusts you to treat him right and if you do he will stay sold and help sell his friends. ☞ But it is not enough to deliver... deliver *on time*... make certain it is installed correctly and kept serviced. And if you are smart you will make sure, by design, that your literature, letterheads, labels and signs forcibly remind everyone that you *are* on the job. ☞ We can help you plan and produce printed material that will keep reminding the people you serve that you are serving diligently... that you follow through on a sale.

THE DORSEY COMPANY

PRINTERS • STATIONERS • LITHOGRAPHERS • OFFICE FURNITURE

DALLAS, TEXAS

Dresser's socket for an icy eye



Radar eyes that never sleep scan the rigid rim of North America to guard our country from attack.

Year 'round in the world's most vicious weather, Dresser-Ideco towers which are the "sockets" for our early-warning radar eyes protect the highly sensitive equipment from blizzard snow and minus-zero temperatures. Hermetic Seal provides transformers, magnetic amplifiers and reactors which are vital components in the electronic brains of our radar warning system.

In other spheres of our defense program, Dresser companies contribute specialized equipment for our satellite and missile programs; parts for jet plane engines, atomic

submarines, atomic energy installations, and other important military applications.

Dresser products and technical services have long been known throughout the free world's oil, gas, chemical and electronic industries as the standard of comparison. Each of the Dresser operating units works independently to meet your specific needs, yet all are teamed together with their combined facilities and experience to provide the extra value in equipment and services known as the Dresser *plus*⁺. Write for "Briefacts" booklet—the story of Dresser.

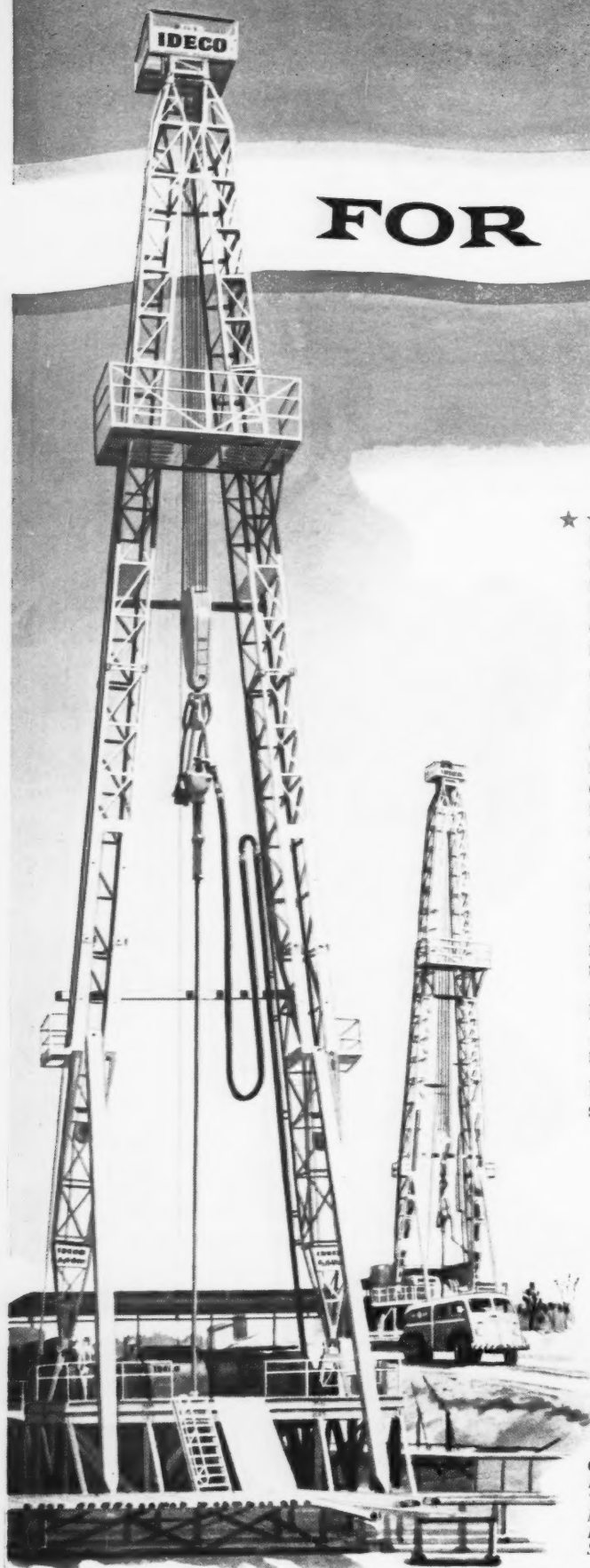
CLARK BROS. CO.—compressors • **DRESSER DYNAMICS, INC.**—advanced scientific research • **DRESSER-IDECO COMPANY**—steel structures • **DRESSER MANUFACTURING DIVISION**—couplings
HERMETIC SEAL TRANSFORMER CO.—electronic transformer development • **THE GUIBERSON CORPORATION**—oil tools • **IDECO, INC.**—drilling rigs • **LANE-WELLS COMPANY**—technical oilfield services
MAGNET COVE BARIUM CORPORATION—drilling mud • **PACIFIC PUMPS, INCORPORATED**—pumps • **ROOTS-CONNERSVILLE BLOWER DIVISION**—blowers • **SECURITY ENGINEERING DIVISION**—drilling bits • **SOUTHWESTERN INDUSTRIAL ELECTRONICS**—electronic instrumentation • **WELL SURVEYS, INC.**—nuclear and electronic research



P. O. BOX 718 • REPUBLIC NATIONAL BANK BUILDING • DALLAS 21, TEXAS

Tomorrow's Progress Planned Today by Dresser Men with Imagination!

FOR PEACE OR I



★ ★ ★ Wherever oil wells are drilled, Ideco Full-View masts are familiar sights . . . outstanding in an industry known for rugged and exacting requirements. These examples of advanced engineering achievement are now modified to serve as giant launching supports for the Army's long range Redstone missiles . . . a defense role which strengthens the nation's program for preserving the peace.

This is only one of the many ways Dresser products and services have been put to work in the "Space Age" programs. Dresser Dynamics engages in advanced scientific research and in the development of new types of instrumentations and testing in the fields of missiles and solid propellants. Hermetic Seal Transformer develops and manufactures transformers, reactors, filters, amplifiers and other components for the expanding electronics, aircraft and missile industries.

The petroleum industry — so vital to defense as well as our civilian future — uses Well Surveys nuclear and electronic research . . . automation and seismograph systems from Southwestern Industrial Electronics . . . drill bits from Security Engineering . . . drilling muds and chemicals from Magcobar . . . technical oilfield services from Lane-Wells . . . Guiberson oil tools . . . pumps from Pacific . . . pipe couplings and fittings from Dresser Manufacturing . . . engines and compressors from Clark . . . and Roots-Connorsville positive displacement meters and rotary positive blowers.

In a widely diversified group of industries, Dresser products and services are known as the standard of comparison the world over.



REPUBLIC NAT'L.
BANK BLDG.
P. O. BOX 718-D
DALLAS 21, TEXAS

EQUIPMENT AND
TECHNICAL SERVICES
OIL • GAS
CHEMICAL
ELECTRONIC
INDUSTRIAL

Clark Bros. Co. • Dresser Dynamics, Inc. • Dresser-Ideco Company
Dresser Manufacturing Division • Hermetic Seal Transformer Co.
The Guiberson Corporation • Ideco, Inc. • Lane-Wells Company
Magnet Cove Barium Corp. • Pacific Pumps, Inc. • Roots-Connorsville
Blower Division • Security Engineering Division
Southwestern Industrial Electronics Company • Well Surveys, Inc.

R DEFENSE

Tomorrow's Progress Planned Today!

OTHER IMPORTANT DEFENSE APPLICATIONS OF DRESSER PRODUCTS AND EQUIPMENT



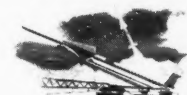
Dresser Manufacturing Div. supplies flashwelded connecting rings for powerful jet engines used in military aircraft. Some types of aircraft engines require as many as 85 Dresser rings.



Roots-Connorsville makes compressors and blowers for atomic submarines; gas pumps for atomic energy installations; blowers for "lifting bag" inflation to raise crashed aircraft.



Clark Turbo-Mobile power plants, rail-mounted, supply emergency electricity for Navy Yards, docks, hospitals, and major disaster areas. Unit has capacity of 6750 kilowatts, enough power for a city of 12,000.



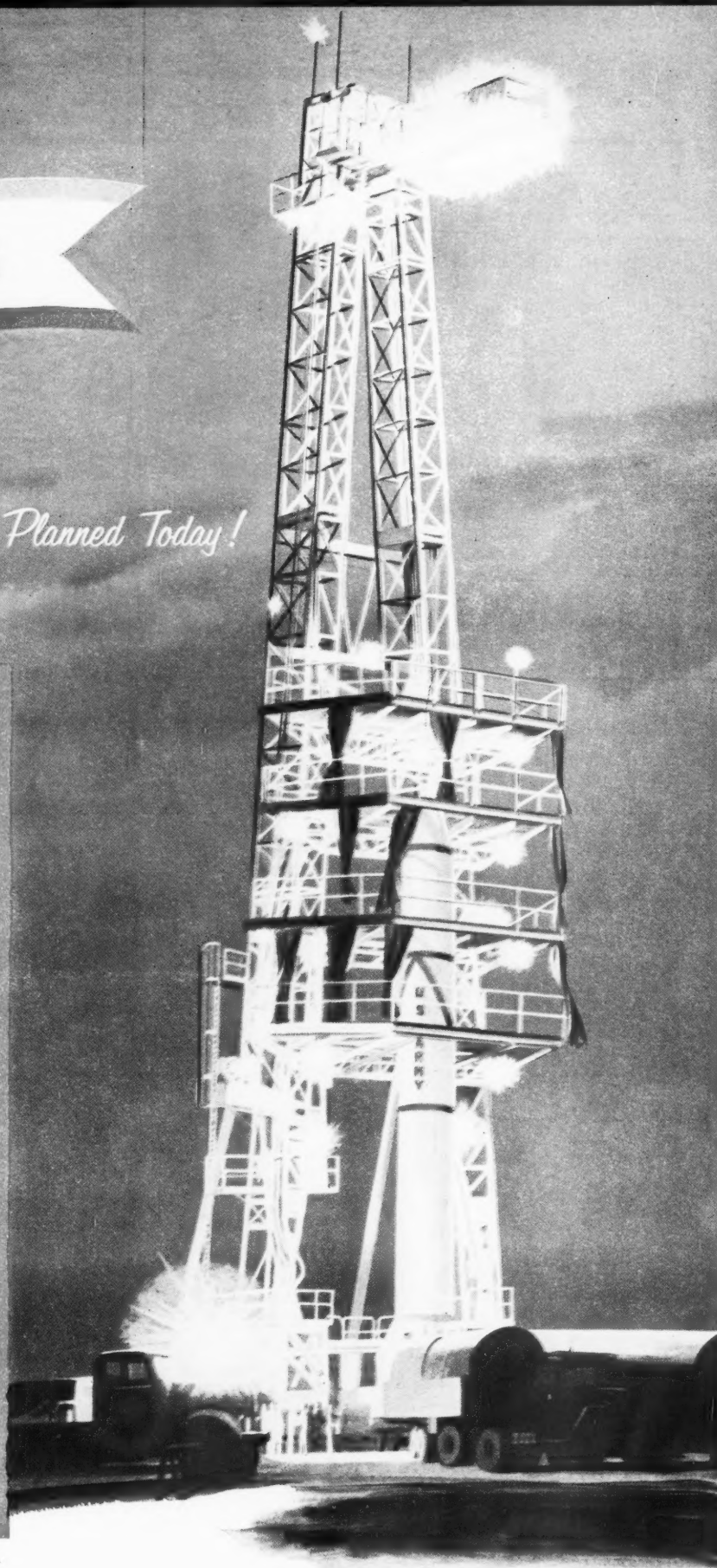
High pressure compressors from Clark... instrumentation and other electronic equipment from Hermetic Seal Transformer and SIE... are used in guided missiles and many other important military applications.



Dresser-Idesco supplies structural equipment used in military defenses, including radar outposts for our remote Arctic warning system as well as microwave, radio and television towers.



Pacific provides the Navy with Turbo pumps for ships' main and boiler feed pumps. Equipment from other Dresser companies is also used on both merchant ships and naval vessels.



APPOINTMENTS AND PROMOTIONS

J. S. DUFFORD, assistant vice-president, manager of manufacturing, Texas Instruments Incorporated, has been assigned to the newly-created position of assistant vice-president, head of quality assurance and industrial engineering. **WALTON H. OWEN**, now general manufacturing superintendent in the Apparatus division, has been named manager of manufacturing. **EARL L. CASEY**, formerly general superintendent of manufacturing for the Apparatus division, has been named manager of division services of that division; and **CECIL COVINGTON**, who has been controller of the Apparatus division since 1956, has been transferred to the Central Control and Finance staff of Texas Instruments as manager of government contracts administration, a newly-created position. **REAR ADMIRAL CHESTER W. NIMITZ, JR.**, (U. S. Navy, retired) formerly projects controller for the Apparatus division, has been appointed controller.

★
ELLIOTT McLEAN has been named press relations director of Dr. Pepper Company, Dallas. Formerly publicity director of the West Michigan Tourist and Resort Association, Grand Rapids, Mr. McLean has held various photographic, editorial and public relations positions. He has been connected with the Associated Press and also has done free lance writing. **C. M. (PAT) BARRY, JR.**, 13-year veteran with Dr. Pepper, has been promoted from assistant advertising manager to co-operative advertising manager. Mr. Barry attended Belmont Abbey College.



JOHN
BUTLER

HORACE
BUTLER, JR.

HORACE BUTLER, JR., and **JOHN R. BUTLER** have established a new firm, Butler Building Materials Co., at 11363 Denton Drive, to handle general building materials and specialty sub-contracting. Mr. Butler, Jr., president, holds a B.S. degree in Civil Engineering from Southern Methodist University, and is a member of the American Society of Civil Engineers and the Society of American Military Engineers. John Butler, who will serve the new firm as vice-president, is also a graduate of SMU with a Bachelor's degree in Business Administration. He is a member of the American Society for the Advancement of Management. Both are natives of Dallas and both served in the U. S. Air Force. Before forming Butler Building Materials Co., both owners were employed by Macatee, Inc.; Horace Butler, Jr., as estimator and sales engineer, and John Butler as architectural and general sales representative.

JAMES R. OGILVIE has been named art director of Clarke, Dunagan & Huffhines, Inc., Dallas based advertising agency. Mr. Ogilvie, a native of Dallas, attended Southern Methodist University and has been associated in the past with agencies in Dallas and Jackson, Mississippi, in the capacities of production manager and creative director. More recently, he operated his own graphic art consultant business.

★
ART EISENBART, of Dallas, has been appointed regional sales manager of the North Texas and Oklahoma area of Allstate Insurance Company. Mr. Eisenbart joined Allstate in 1947 as an agent in Riverside, California. In 1949, he was named district sales manager in Seattle. Later he became assistant sales manager in Portland, Oregon, and in 1952 was appointed sales manager of the Salem, Oregon branch. In his new assignment, he will direct the activities of 130 agents. In other action by Allstate, **FRANK KANE**, of Dallas, has been named district sales manager in charge of the agents in Dallas-East Texas area. Mr. Kane graduated from St. Louis University and joined Allstate in 1955. Formerly, he was an agent for Penn Mutual Insurance Company.

★
GLENN ELLIS, formerly Dallas branch manager of Federal Pacific Electric Company, has been promoted to Dallas district manager. Mr. Ellis was employed by the Texas Electric Service Company, Fort Worth, and General Electric in Schenectady, New York.

CALL

**TEXAS TRASH DELIVERY SERVICE
DISPOSAL SOLVED!**

RI 8-4444

Appointments and Promotions—



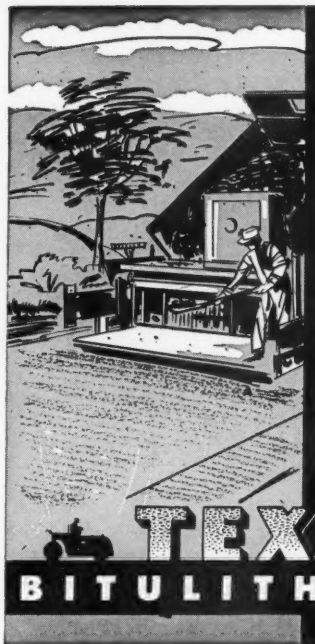
VICE ADMIRAL JAMES H. DOYLE (RET.) has been appointed vice-president of Varo Manufacturing Company, Inc. Admiral Doyle will assist in the long range planning of the company's operations and future courses of business as well as advising on public and business relations. He has held various positions since his retirement from active duty in 1953, having served as a vice-president of The New England Industries, Inc., and its subsidiaries, Overseas Navigation Corporation, and Albatross Tanker Corporation. He is a director of Lehigh Valley Industries, Inc. In addition to his military training, Admiral Doyle holds a LL.B. degree from George Washington University Law School and is a member of the District of Columbia bar.

★

LOUIS F. DAVIS has come to Dallas as manager of the Atlantic Refining Company's regional division. In other top management changes, **WILLIAM B. MOORE** has been named manager of the company's domestic exploration division at Dallas, and **F. W. TURNER**, operations group manager of Atlantic's Dallas-Eastern region has been made production division manager. **O. C. CLIFFORD, JR.**, chief geophysicist, has been made manager of the newly-created foreign exploration division, and **C. H. HIGHTOWER**, assistant chief geophysicist, has been advanced to chief geophysicist.

★

SHELDON L. KAPLAN of Chicago has been appointed radio-television director of the Dallas advertising agency, Sherrill & Preis, Inc. Educated at the University of Southern California, Mr. Kaplan has served as radio-television director for other advertising agencies and as producer and writer in TV and film in Hollywood and Chicago for the past ten years.



... asphalt or concrete

... for paving you can depend on, it's Texas Bitulithic Co.

50 years of experience in better paving guarantee you that paving by Texas Bitulithic Company is paving you can depend on to last longest. Let one of our salesmen-engineers show you how the skill and experience of the oldest paving contractors in Texas can save you money.

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Residential • Parking Lots**

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Serving the Great

Dallas Aviation Industry

WHOLESALE ELECTRONICS SUPPLY

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for Appointment

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All Styles and Sizes

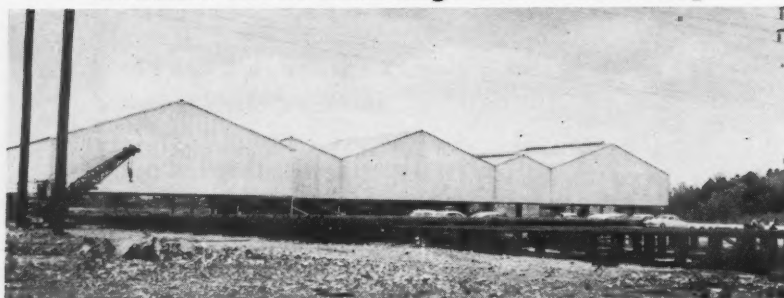
BULLETIN BOARDS—FLANNEL BOARDS—TEACHING AIDS—EASELS—FLAGS
DUPLICATING MACHINES AND SUPPLIES—STEEL FOLDING CHAIRS

PRACTICAL DRAWING COMPANY

2205 COCKRELL — DALLAS

PHONE HAmilton 8-1521, Ext. 11 or 17

Metallic Steel Buildings Serve Industry



Metallic Steel Buildings from Delta Steel serve industry as it is currently for Lone Star Steel Company, Dangerfield, Texas, where five buildings were recently completed. The buildings, shown above, cover 16,800 sq. ft. Lone Star Steel previously had Metallic buildings erected at the plant for their manufacturing and warehousing operation.



For your steel building requirements, contact
DELTA STEEL BUILDINGS COMPANY

Delta Steel Buildings Co.

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DALLAS,
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the flight line desk by STEELCASE

Designed for performance, the new Flight Line has the busy executive in mind in its detailing. See it and appreciate it.



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EQUIPMENT CO., INC.

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Engineers & Contractors*

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Distributors of

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Complete Line of Aircraft Quality Machining

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DALLAS

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LEO L. LANDAUER & ASSOCIATES

CONSULTING ENGINEERS

*Air Conditioning, Heating, Ventilating, Electric Wiring and Plumbing
Design and Supervision*

4801 Lemmon Avenue

LA 6-8351 LA 8-9562

Appointments and Promotions—



GEORGE L. FRYMIRE, JR., has become associated with Frymire Engineering Company, Inc., as sales manager. The firm specializes in residential, commercial and industrial air conditioning. A native of Dallas, Mr. Frymire is a graduate of Texas A & M College and is a registered professional engineer. For the past two years, he has been national sales manager for a leading West Coast air conditioning manufacturer.

★

CLIFFORD F. JESSEE, manager of Ford Division's Dallas assembly plant, has been elected chairman of Ford Motor Company's Dallas Community Relations Committee. The committee is one of 52 such groups in cities across the nation. Its members, appointed from top management in company plants and sales offices, meet periodically to discuss local company contributions and Ford participation in civic affairs. Mr. Jessee joined Ford in 1923 and assumed his present position in June, 1941.

★

W. DAWSON STERLING has moved up from assistant secretary to secretary, and **CHARLES A. STALLARD**, auditor, has been promoted to second vice-president and controller of Southwestern Life. **HARMON HODGE**, **DON STUBBLEFIELD**, **ALBERT E. WOOD** and **DOUGLAS M. IBBOTT**, chief underwriter have been named assistant secretaries.

★

DICK M. KOONS, former senior production engineer for Cia Shell de Venezuela in Maracaibo, has joined Otis Engineering Corporation in Dallas as a development engineer. Mr. Koons is a petroleum engineering graduate of the University of Tulsa. He will be located at Otis' home office and manufacturing plant in Dallas.

Appointments and Promotions—



C. H. (JUDGE) LANDON has been elected secretary-treasurer of Macatee, Inc. Mr. Landon has been with Macatee since 1943. Previously, he was connected with Schoolar, Bird & Company, Accountants, in Dallas.

★

RICHARD LIEBMAN has been elected vice-president of Pollock Paper Corporation and general manager of its paper box division. A native Dallasite, Mr. Liebman is a graduate of the Wharton School of Finance and Commerce of the University of Pennsylvania. He has been with Pollock for more than 22 years, joining the firm as sales manager of its folding carton division. Until his current appointment, he was in charge of sales for the firm's box division.

★

EARL C. ARMSTRONG has been named regional sales representative in the South and Southwest for Ford Division's Industrial Engine Department. Mr. Armstrong has been with Ford Division's Service Department since 1950, serving most recently as customer relations manager in Dallas.

★

JAMES W. ASTON, LLOYD S. BOWLES, ROBERT H. STEWART III, and **JOHN LOUIS SHOOK** have been elected directors of Republic Insurance Company and Allied Finance Company of Dallas. Mr. Aston is president of Republic National Bank in Dallas; Mr. Bowles is senior vice-president of Dallas Federal Savings and Loan Association; Mr. Stewart is vice-president of the First National Bank in Dallas; and Mr. Shook is secretary of the Advisory Board and Research Fellows of the Southwestern Legal Foundation.

DALLAS • AUGUST, 1958

REAL ESTATE LOANS

MURRAY
INVESTMENT COMPANY

1908 - Our Fiftieth Anniversary - 1958

1315 PACIFIC AVENUE

Serving the Dallas Aircraft Industry

with

Precision Gages

Concentricity Specials

Precision Experimental Work

Southwestern GAGE COMPANY

3030 Dyer St.

Lakeside 8-7123

Put Your

\$\$\$'s



"Mr. You"

**SAVE
-BY-
MAIL**



"Mr. Availability"



"Mr. Convenience"

"Mr. Safety"

TO
WORK

AMERICAN SAVINGS & LOAN

Downtown Dallas • 1700 Commerce at Ervay • Riverside 1-4191



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WITH LANE**
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Compact design for many different items requires engineering container technique. A Lane design adapts principles in corrugated packaging to give your product best advantage.

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Listed and Unlisted
Stocks & Bonds
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Sold
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DALLAS UNION SECURITIES COMPANY

DALLAS, TEXAS

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FORT WORTH, TEXAS

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Midwest Stock Exchange

Members

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OPEN YOUR SAVINGS ACCOUNT

**GROW
FINANCIALLY
WITH US!**



**DALLAS FEDERAL
SAVINGS AND LOAN ASSOCIATION**

HOME OFFICE BUILDING • ELM AND AKARD

Appointments and Promotions—



SID PIETZSCH, public relations counselor and former radio and newspaper executive, has opened his own public relations company, Sid Pietzsch, Inc., at 512 S. Akard. Mr. Pietzsch will offer public relations and publicity services in both the retail and industrial fields, plus assistance in stockholder and employee relations

★

K. HOFFMAN REESE, formerly training assistant, has been named assistant field supervisor of Southland Life Insurance Company's agency organization. **TRUMAN HARPER**, former training staff member, has been made training assistant; and **JOE THOMPSON**, formerly field supervisor, accident and health, has been advanced to supervisor, accident and health sales. A native Texan, Mr. Reese holds a Doctor of Philosophy degree from the Neotarian College of Philosophy of Kansas City. Prior to joining Southland Life, he was in educational work as a teacher and had been president of Junior College, Ranger, Texas. Mr. Harper came to Southland as an agent at Abilene in 1949, and was transferred to the home office sales training staff in 1954. Mr. Thompson joined Southland in 1953 as field assistant in the accident and health department, and was named field supervisor in 1955.

★

FRANK M. CROSSEN, a vice-president of Centex Construction Company, Inc., Dallas, has been named a director in charge of land acquisition and finance for future projects by the home building firm. Mr. Crossen, a graduate of Southern Methodist University where he majored in banking and finance, will retain his vice-presidency title and will continue to maintain offices in Dallas.

DALLAS • AUGUST, 1958

Appointments and Promotions—



LESTER T. POTTER, president of Lone Star Gas Company, has been elected to the board of directors for Southland Life Insurance Company. Besides his 30 years with Lone Star Gas, Mr. Potter is also president of the Lone Star Producing Company and serves as a director of both companies. His civic activities include his work as president of the Dallas County Community Chest and of Industrial Dallas, Inc. Mr. Potter has a degree in mechanical engineering from Texas A. & M. College.

★

HAROLD E. PETTIGREW has been appointed maintenance superintendent and **KENNETH C. COLE** has been named safety supervisor for Strickland Motor Freight Lines, Inc. Mr. Pettigrew has been in the motor maintenance field since 1924. This service included 20 years with G.M.C. Truck and Coach Division in various managerial positions and three years with Riss and Company, Inc., as director of maintenance and equipment. Mr. Cole has been in the transportation business since 1935, starting with Tri-State Motor Transport, Inc., at Oklahoma City. His experience includes employment as a transportation specialist at Kansas City, Missouri, and later at Dallas.

★

JACK B. SHOOK has joined the Dallas office of Goodbody & Company, national securities firm, as a registered representative. A business administration graduate of Southern Methodist University, Mr. Shook founded Shook Tire & Rubber Company in 1938. He has owned and operated the firm for the past 20 years, and will continue to serve on the company's board of directors. He is a member of the Dallas and National Associations of Security Dealers.

Announcing COMBINED Dallas - Ft. Worth TOURS

depart 9:30 a.m. return 3:30 p.m.
SCHEDULED DAILY

NOW in one grand package...
an interest-packed **combined**
Grayline Limousine **Sightseeing**
Tour of this fabulous pair.
When you make this **new** combined tour you'll travel in luxurious comfort of air conditioned Cadillac Limousines for a truly exciting view of the Southwest's most dynamic cities.

Reservations in Dallas: phone RI 7-8677
Reservations in Fort Worth: phone ED 2-2663

VIA TURN PIKE

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Three Limousine Tours daily: 10 a.m., 1 p.m. and 3:30 p.m. Departing 1908 Jackson Street or pick-ups at major downtown points. RI 7-8677 for reservations.

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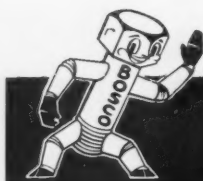
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Appointments and Promotions—



MERWIN HOFFMAN has been named manager of Lion Match Company, Incorporated's newly-created Southeastern States Region with headquarters located at 3918 Harry Hines Boulevard, Dallas. Mr. Hoffman, a native Texan, entered the military service directly from Texas A & M College. He has represented Lion Match as a salesman and sales supervisor in the East Texas area since 1956.

★

RALPH E. GORMAN has been appointed manager of the new Dallas Concrete central mixing plant in Richardson. Mr. Gorman, a graduate of Texas A & M College, has been employed in the ready-mix concrete company's Dallas office. In his new post, he will be in charge of the firm's fifth modern weigh batching plant which is located on East Arapaho Road off the Santa Fe mainline.

★

BERNARD C. McQUIRK has been appointed superintendent of agencies of Continental Fidelity Life Insurance Company. Mr. McQuirk was educational director for Gibraltar Life, and prior to this position was in agency work and estate planning at Dallas. He will be located in the company's executive offices in the Meadows Building, Dallas.

★

GORDON RUSSELL CARPENTER has been elected a trust officer for First National Bank in Dallas. Mr. Carpenter, a graduate of Southern Methodist University and the Georgetown University School of Law in Washington, formerly was executive director of the Southwestern Legal Foundation. He also has been administrative assistant to the dean of Southern Methodist University law school since 1951, and was this year named assistant professor of law.

Appointments and Promotions—



SAM B. HUBBARD has been elected president of the Hesse Envelope Company by the firm's Board of Directors. Mr. Hubbard has been with the company since September, 1953, as vice-president and director of sales. Prior to his joining Hesse, Mr. Hubbard was in the envelope manufacturing business for 25 years.

★

J. D. MARKS has been named chief laboratory engineer for H. B. Meyer & Son, Dallas-based manufacturer and distributor of sanitation products for industry, business and institutional use. Mr. Marks, a native Dallasite, holds B.S. and M.S. degrees from the University of Michigan. For the past five years, he has been with Shell Chemical Corporation, conducting research.

★

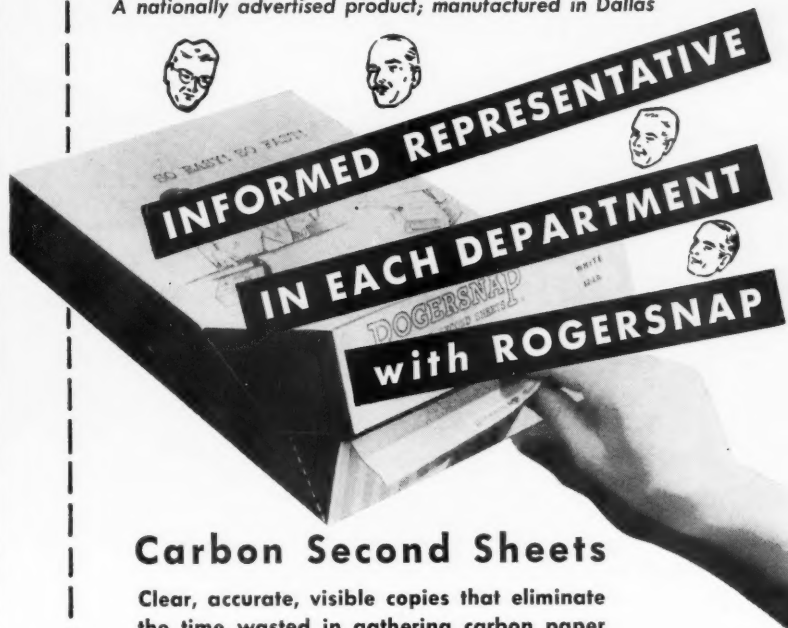
T. Y. HILL and **ROBERT M. GIBSON**, vice-presidents of Oak Cliff Bank & Trust Company, have been advanced to senior vice-presidents. **JAMES A. LOYD** formerly assistant cashier, has been promoted to assistant vice-president. Mr. Hill, who has been with the bank since its organization in 1929, is in charge of the installment loan department. Mr. Gibson, a member of the staff since 1939, is in charge of the real estate loan department. Mr. Loyd came to Oak Cliff Bank in 1946 and has been an assistant cashier since 1954. He is an officer in the installment loan department.

★

E. DALE MOUNT will head the drilling contracting firm of Dale Mount Drilling, Inc., as president, with offices in the Mercantile Dallas Building. The firm recently acquired the Harry Bass Drilling Company of Dallas, including five strings of drilling tools rated at 7,000 feet and deeper capacities.

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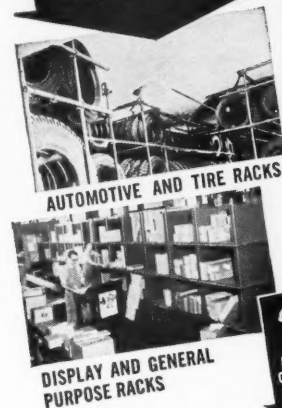
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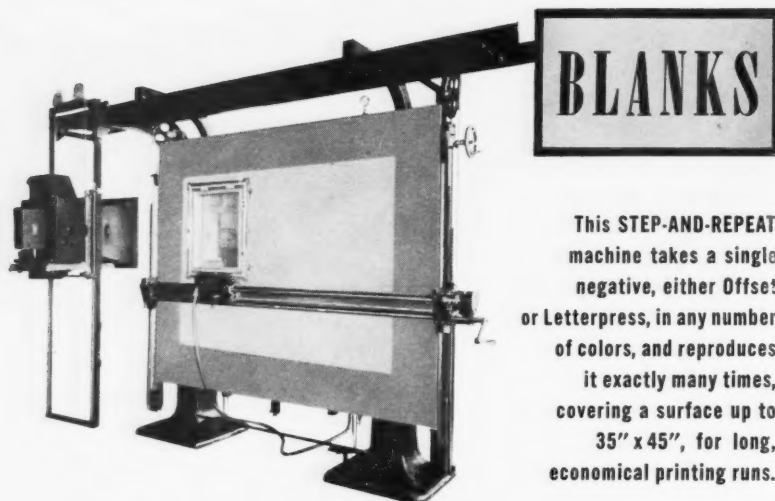
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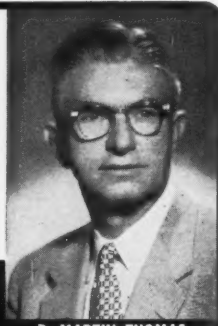
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Riverside 7-1571
Whitehall 1-0361

Appointments and Promotions—



W. ROY TUCKER, JR. has joined the investment banking firm of Parker, Ford & Company as a vice-president. A native Dallasite and graduate of Southern Methodist University, Mr. Tucker has been active in the investment banking business in Dallas for the past ten years. In his new post, he will supervise all of the municipal and corporate bond transactions executed by Parker, Ford in addition to handling regular corporate securities.

★

JIM CLACK is now serving with the sales organization of Delta Metals, Inc., 4501 Harry Hines. Mr. Clack was with the sales staff of Kaiser Aluminum for several years. His present sales territory for Delta Metals includes Fort Worth and West Texas.

★

JOHN M. STEVENSON, formerly senior mechanical engineer for Delhi-Taylor Oil Corporation, Dallas, has formed his own independent engineering service, with headquarters at 1610 First National Bank Building. A native Texan, Mr. Stevenson is a mechanical engineering graduate of Texas A&M College and a member of the American Society of Mechanical Engineers. His new service is set up to handle on a contract basis a variety of specialized problems in the fields of petroleum production, pipelines, and corrosion, as well as in new product development.

★

B. (WALLY) WREN has been promoted to the position of electronic salesman with Engineering Supply Company, a subsidiary of Texas Instruments Incorporated. Mr. Wren, who majored in electrical engineering at Arlington State College and Texas Tech in Lubbock, previously served the company as an inside telephone salesman in its Dallas Office.

Appointments and Promotions—



CALVIN E. SIFFERT has been named general manager of Clarke & Courts' Dallas operations. Mr. Siffert's appointment was made in anticipation of the company's interest in expanding their printing service in the Dallas area. Clarke & Courts also sells office furniture and supplies. A graduate of Carnegie Institute of Technology and Ohio University, Mr. Siffert came to Clarke & Courts from the Strobridge Lithographing Company, Cincinnati.

★

GEORGE K. UTLEY, former commercial manager of WFAA Radio, has been promoted to station manager, and **MIKE SHAPIRO**, former vice-president and managing director of KTUL-TV, Tulsa, Oklahoma, will become station manager of WFAA-TV. Mr. Utley, a University of Texas graduate with a Bachelor of Business Administration degree and a major in advertising, began his association with WFAA as an office boy, working during the summers while attending high school and college. He became commercial manager of the station in 1952. Mr. Shapiro's broadcasting experience includes a stint as local sales manager for Channel 8 in 1951. He also was commercial manager for WFAA-TV in 1955.

★

THOMAS COURTNEY, JR., a design research specialist, has been named chief project engineer for Temco Aircraft Corporation. Mr. Courtney was graduated from the University of Michigan in 1941 and worked for Curtiss-Wright as stress analyst. He came to Temco from McDonnell Aircraft Corporation in St. Louis, where he had major design responsibilities in the development of such aircraft as the F2H Banshee, F3H Demon and F-101 Voodoo jet fighters and on various missile projects.



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Appointments and Promotions—



PETER W. MELITZ has been appointed manager of the Dallas district office headquarters of International Business Machines Corporation. A graduate of the University of Washington, Mr. Melitz joined IBM in Seattle in 1950 and served as a sales representative in that area for four years. Before coming to Dallas, he headed the data processing sales activities in the firm's Rochester, New York branch office.

★

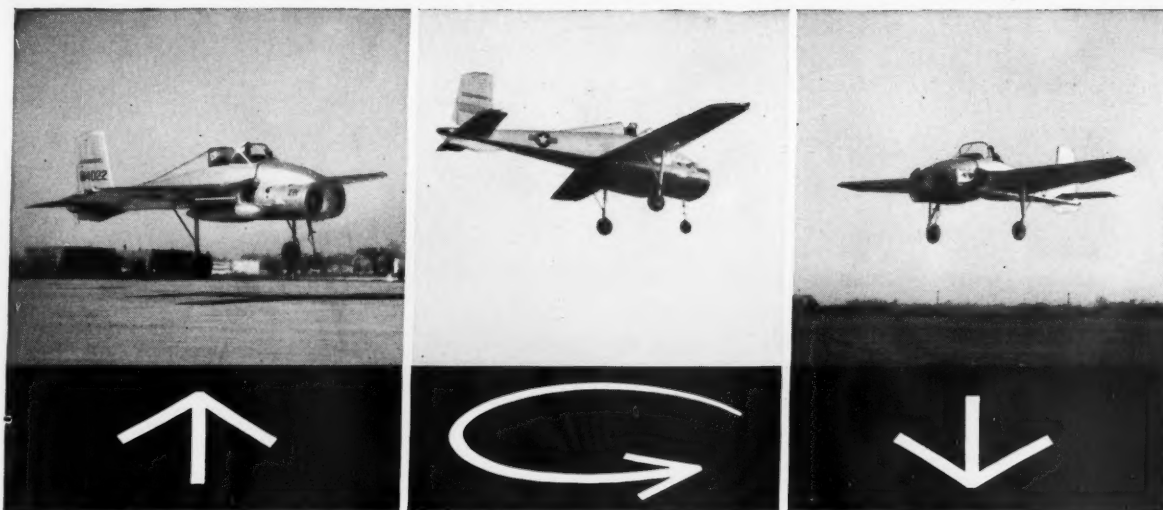
D. W. GAMMON has been promoted to head the industrial chemical department of the Dallas office of Van Waters & Rogers, Inc. Mr. Gammon has been associated with the local office of the national chemical industrial supply firm for over nine years. The company supplies chemicals throughout the Southwest from offices in Dallas and in Houston under the management of **M. L. WARRICK**.

★

FRANK J. SCHMITT, JR., has been promoted to assistant sales manager of the Dallas district of The Ruberoid Company, manufacturers of asphalt and asbestos cement building products. Mr. Schmitt has been field sales representative for Ruberoid in Oklahoma since 1947. Prior to that position, he held several manufacturing management posts at the firm's asbestos cement plant in St. Louis.

★

JOHN P. LUBY, formerly chief of experimental, has been advanced to the post of assistant quality control manager at Chance Vought Aircraft, Inc. Mr. Luby is a graduate of the Massachusetts Institute of Technology with a B.S. degree in civil engineering. He joined Chance Vought in 1947 as chief of fabrication control and has been chief of experimental since 1950.



Straight **UP**, **AROUND** and straight **DOWN**

On May 24, for the first time in history, a jet airplane rose straight up in a conventional horizontal attitude, flew around an airport traffic pattern and returned to the starting point to hover and land vertically.

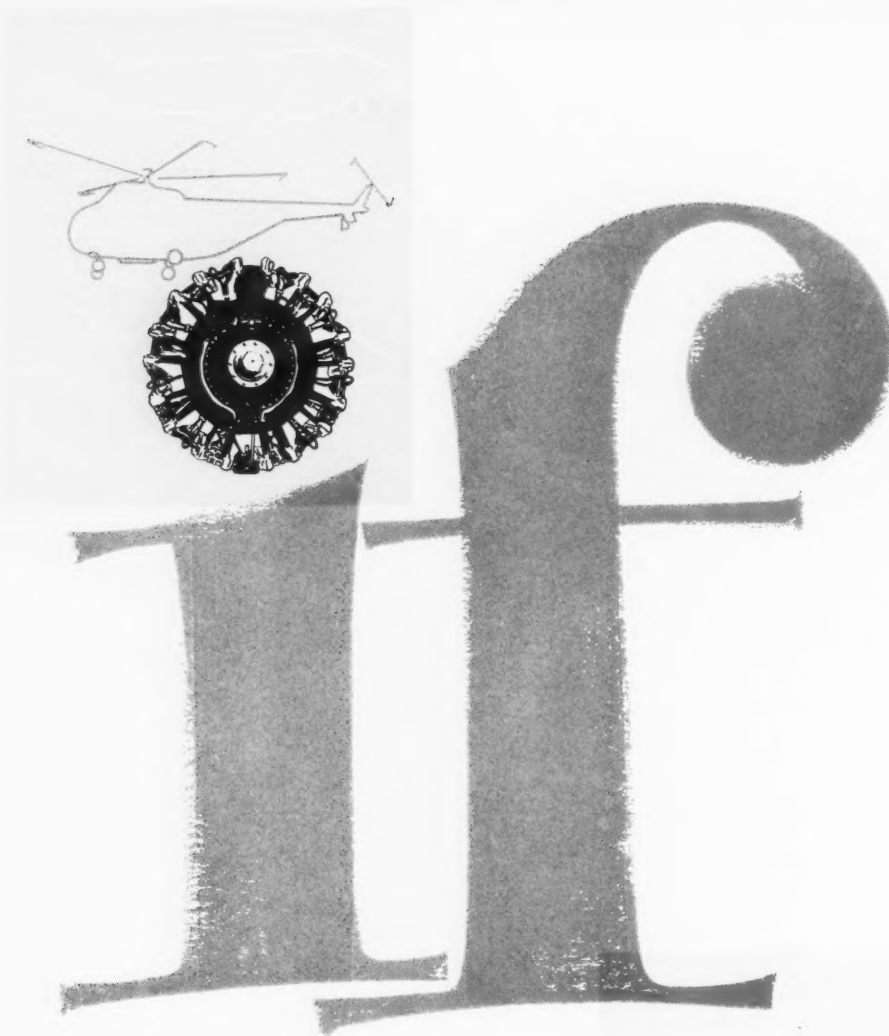
The Bell X-14 can thus report its mission accomplished. It has proved that the minimum take-off requirements of a helicopter can be combined successfully with the high-speed performance of jet aircraft.

An operational military airplane embodying this Bell-pioneered VTOL concept is now in advanced stages of development under Navy and Air Force contract. Bell engineers foresee the day when the same principle will be applied to both military and commercial jet aircraft of all sizes.

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The Meaning of World Trade to Dallas

By HAROLD YOUNG

Now that the Reciprocal Trade agreements bill has passed both houses of Congress and is certain of a Presidential signature, the Dallas area exporters may plan for an extension of their markets, and an increase in the volume of their exports.

This new program will be in effect for four years. This is one year longer than any of the previously approved extensions of the 1934 Act.

The President now has authority to cut tariffs as much as 20 per cent, in exchange for concessions that may be obtained from foreign nations for goods of our nation.

While it is not generally known, the Dallas economy is greatly aided by exports of the area. Income of Dallas business firms and employment for our citizens are both greatly enhanced by the volume of exports.

In 1956, when our exports for the entire country amounted to \$19 billion, one dollar's worth was sent abroad for every ten dollar's worth of movable goods produced and sold in the United States market. Dallas is one of the important industrial centers of the nation and even if we were only average, this tenth for foreign trade is of tremendous importance.

Exports are important to our agriculture. Dallas depends to a great extent on agricultural money in its trade territory for its outlet of goods. One of every five acres of agricultural crop lands produces for export. These exports bring in important farm income.

Some of the most important items of export in which Dallas firms participate, and which represent a sizable portion of the volume of business enjoyed by participating firms, are wheat, flour, grains, other food and kindred products; vegetable oils and preparations; and cotton. Certain of these products such as cotton and wheat marketed under the PL480 program of the U.S. Department of Agriculture amount to a considerable volume.

The proportionate share of Texas in the nation's exports of cotton last year amounted to \$329 million. This represents about one-fourth of the exports of cotton from the entire country. Dallas is the most important spot cotton market in the world, so it can be assumed that a good portion of this amount was handled by Dallas cotton merchants. Texas' proportionate share of wheat exports amounted to \$32 million. Dallas is an important export center for this commodity; therefore, a

good part of this amount was realized by Dallas firms.

Livestock and livestock products: proportionate share for Texas was \$23 million. The Pan American Livestock Exposition of the State Fair of Texas has done an excellent job in assisting the Texas cattle growers to sell breeding stock to the Latin American countries. Several million dollars has been expended in the area as a result of this yearly promotional effort.

In the machinery field, Dallas is well represented. Dallas is the world center for the production of cotton ginning machinery, so it is not surprising that perhaps over half of the exports of this product originate in Dallas. Dallas manufacturers in this field ship to all cotton producing countries of the world outside the iron curtain countries, and Dallas brand names are outstanding in the world market. This volume amounts to several million dollars.

Some of the most outstanding geophysical firms of the world are based in Dallas. These firms conduct explorations for petroleum in many parts of the world. Dallas is also one of the important centers for the production of oil well equipment. Exports of geophysical equipment, drilling supplies and oil well equipment in general, amount to a volume that runs well into the millions of dollars.

Dallas has become a center for the production of electronic equipment and Dallas firms are expanding into the export field in an important way. Much of this equipment has gone to the Federal Government. While it is not possible to give a specific value, the volume is known to be well up into the millions of dollars.

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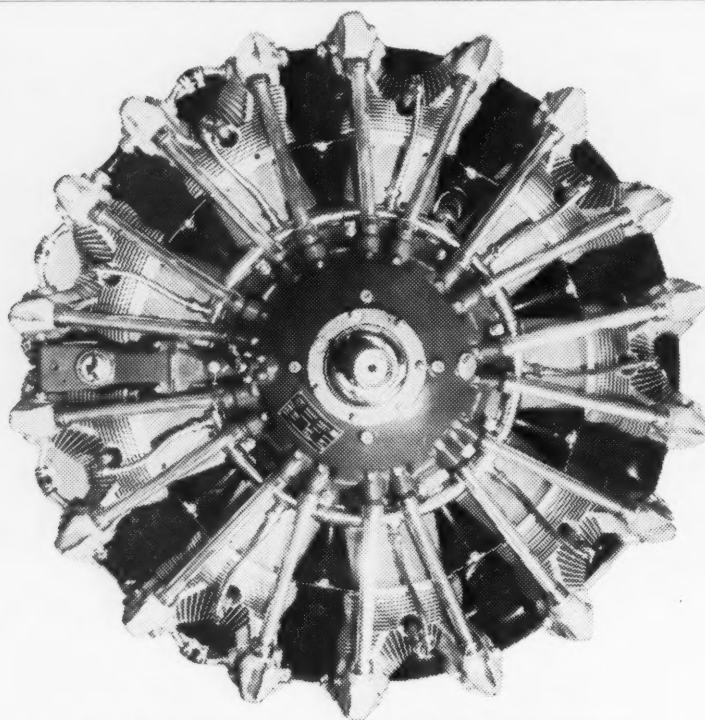
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DALLAS

World Trade News

Electronics Show Set

Local Mexican Consulate Official Ernesto Zorrilla Herrera has announced that the Exposition of Electronics and Electricity will be held in Mexico City October 10 to 26. The second International Congress of Engineering and Electricity and Electronic Communications will also convene at this time.

Additional information may be obtained from:

1. Ing. Hector Rivera, Presidente Comision Organizadora de la Exposicion de Electronica Y Electricidad
Manuel Maria Contreras #133
Desp. 412 y 413
Mexico 4, D. F. Mexico
2. Sr. Ernesto Zorrilla Herrera
Mexican Consulate
Fidelity Bldg.
Main and Poydras
Dallas, Texas

volume. It is not surprising that Dallas is well known in many countries as a source for some of the finest aviation equipment. The value of these exports is of tremendous importance to the area.

Among some of the other items that flow regularly from Dallas to foreign countries, and which account for good dollar volume, are general industrial machinery, road construction and excavating machinery, metal working machinery, agricultural implements, laundry and dry cleaning equipment, butane and propane tanks, automobile air conditioning equipment, brake fluids, roofing felts and coatings, paints and allied products, drugs and medicines, various types of clothing, which is to be expected since Dallas is one of the principal centers of the country in the production of clothing, and technical assistance. This latter item is important since the "know how" is important training given people abroad to enable them to utilize the machinery or other items that they may import.

If you are not yet in world trade, but would like to explore its possibilities, please contact the World Trade Department of the Dallas Chamber of Commerce, or the Dallas office of the Bureau of Foreign Commerce. Perhaps you might wish to join the Dallas Export-Import Club. Our World Trade Department can advise you on this also.



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World Trade News

WORLD TRADE OPPORTUNITIES

(Editor's Note: Statements under this heading are based on information received by the Dallas Chamber of Commerce, but are not guaranteed by the Chamber or by DALLAS. Details may be obtained from the Foreign Department, Dallas Chamber of Commerce.)

IMPORT OPPORTUNITIES

JAPAN — ASAHI MERCANTILE CORP., P. O. Box 356, Kobe Japan. Firm seeking importers or dealers to handle their Woven Labels for shirt, coat, etc.

DENMARK — J. HANSEN, Sct. Pauls Kirkeplads 12, Aarhus, Denmark. Exporters of Danish cheese since 1899 seeking well established company or companies in this district to import natural as well as processed cheese of first class.

NEW ORLEANS — ITALIAN TRADE COMMISSIONER, 131 International Trade Mart, New Orleans, wishes to aid Italian manufacturer of steel products interested in co-operation of steel iron industrial machinery to be manufactured in Italy.

MEXICO — EXMEX, Av. Insurgentes 1339-201, Mexico 19 D. F. Mexico. Exporter of Mexican manufactured merchandise desiring distributors of same for copper and brass handmade gifts, wooden trays and carved wood, palm baskets and hats, handmade blouses, skirts, with said distributors to also serve as purchasing agent for certain products.

JAPAN — LANA COMPANY INC., Kyuho Bldg., No. 32, 5-chome, Kitakyu-hojimachi, Higashi-ku, Osaka, Japan. Manufacturers and exporters of woolen knitted or woven stoles, scarfs, gloves, garments and other woolen ladies accessories desiring importing firm to contact them.

FRANCE — H. C. WORTHINGTON, Palais des Iles, 1, Rue Latour-Maubourg, Cannes, A. M. FRANCE. Firm desiring contact with those interested in importing hand painted table cloths (with napkins) hand painted tea cloths (with napkins) hand painted shawls which are all beautifully decorated in many colors and shades and signed by the artist who is well known. This work done on all suitable materials; also on orlon, washable.

JAPAN — S. MANTSUNA & CO. LTD., No. 14, 2-chome, Hamacho, Nihonbashi, Chuo-Ku, Tokyo, Japan. Firm seeking importers, wholesalers, and jobbers of all types of Japanese toys including mechanical of all types, rubber, wooden, transistor radios, and germanium radios.

World Trade News

OTHER OPPORTUNITIES

DALLAS—FIRST DEVELOPMENT CORPORATION, 1508 Life Of America Bldg., Dallas, Texas. This firm an affiliate of well known consulting firm in Washington, D. C., known as the Checchi and Company. Checchi and Company has done work for nationally known firms, foreign governments, and various agencies of our U. S. Government. This firm assists and consults and can aid any type company, community, or government with its experience in business policy, market surveys and appraisal of industrial projects, financing and establishment and operation of financial institutions, negotiations, economic policy, investment counseling, special investigations and preparation of reports. Will also serve private individuals. Detailed services, experience, and reference available at Chamber's Foreign Department.

FRANCE—INTERCONTINENTAL CLEARING, 29, rue des Pyramides, Paris, 1, France. Experienced European organization already representing U. S. nationally known companies offers its facilities, including specialists in engineering, economic and financial research and analysis, market surveys, marketing of products in Europe, distributor of industrial equipment in Europe, contractor, and importer having innumerable excellent contacts in Europe and Africa and other countries, also manufacturing products under U. S. license, to those interested and able to avail themselves of such facilities or services required.

AUSTRALIA—G. EISNER, 5, Collins Street, St. Albans, Melbourne, Victoria, Australia. Representing associated companies desiring capital or loan from U. S. firm in Australian business venture and real estate as well.

ENGLAND—ARNOLD W. WALKER & PARTNERS, 50, Piazza Chambers, King Street, London, W.C.2, England. British organization specializing in negotiation of license agreements for manufacture of U. S. products in Europe, resolving of problems of blocked currency, and other services.

ITALY—BARCLAY AND COMPANY, INC., Via Sistina, 30, Rome, Italy. This firm has for sale its well established European branch office due to merger with another corporation. Said branch office, well established and experienced with importation and exportation of heavy equipment, carrying out agreements with European firms on exclusive basis, is available to any American firm interested in trade or financing.



first in Service Power

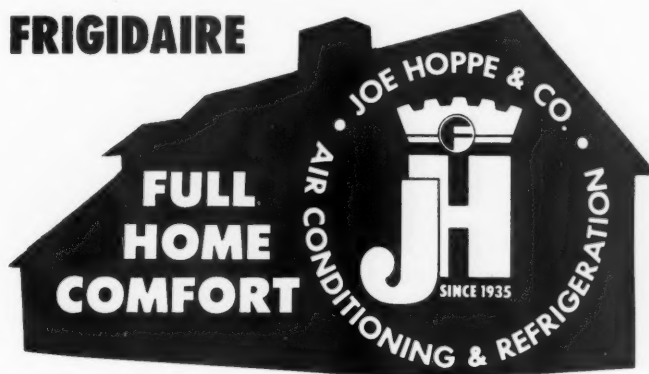


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Keeping Company With the Nation's Best

In its history-making "Sun Run," the McDonnell F-101 Voodoo broke all existing speed records . . . brought international prestige to the United States. The Voodoo is essentially a fighting machine, not a racing craft, and this official speed mark of 1,207.6 mph was made in standard production line aircraft.

Temco Aircraft Corporation, in its large-scale programming, produces 8 proprietary systems and major components for 16 of America's first line weapons systems . . . of which the McDonnell Voodoo is high on the list. Temco produces the aft fuselage and tail section of the Voodoo and has designed and built a photo nose for a reconnaissance version of this craft.

In earlier development stages of the Voodoo,

Temco was asked to fabricate titanium components which would withstand the terrific heat generated by the airplane's great speed. Acknowledged in the aircraft industry as a leader in the development of high temperature structures, Temco's work in this area contributed greatly to the Voodoo's successful evolution.

Since pioneering the "total package" concept of subcontracting . . . design, tooling and production . . . Temco has increased its engineering staff and facilities to the extent that today, Temco's design support capabilities encompass complete weapons systems management. The vitality of Temco's growth in new and advanced fields of technology has made it an integral part of the new space age.





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See Any TTDMA Member

AEROAFFILIATES, INC., FORT WORTH
ALEXANDER, WALTER, & CO., INC., DALLAS
ALTEX PRECISION COMPANY, DALLAS
AMERICAN CASTING SERVICES CO., DALLAS
ASSOCIATED ENGRAVERS, DALLAS
ATEX MACHINE & TOOL CO., FORT WORTH
COMMERCIAL TOOLING CO., GRAND PRAIRIE
CONSO TOOL & ENG., INC., DALLAS
CUSTOM MANUFACTURING CO., DALLAS
DARNELL TOOL & ENG. CO., DALLAS
DAVIS TOOL & DIE CO., DALLAS
DOMINY HEAT TREATING CORP., DALLAS
FRICTIONLESS HARD CHROME CORP., DALLAS
G. M. TOOL & DIE CO., DALLAS
GRUEN TOOL & DIE CO., DALLAS
HAGGARD, RUFUS, MACHINE SHOP, DALLAS
HOLISTER, FRANK, CO., INC., DALLAS

HUGHES, R. W., INDUSTRIES, INC., FORT WORTH
IMPERIAL TOOLING & GRINDING, INC., FORT WORTH
J.D. TOOL & ENG. CO., DALLAS
LIBBERT TOOL AND DIE, FORT WORTH
McCONNELL BROS. TOOL & MACHINE, ITALY
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SOUTHWESTERN GAGE CO., DALLAS
SUPERIOR HEAT TREATING CO., INC., FORT WORTH
UDSTUEN MANUFACTURING CO., INC., GARLAND
UNITED HEAT TREATING CO., FORT WORTH
VERNON MFG. CO., DALLAS
WALTON MANUFACTURING CO., DALLAS
WORTH TOOL AND DIE CO., FORT WORTH
PETROLEUM TOOL RESEARCH, INC., FORT WORTH

WRITE TODAY for TTDMA's "Shop Time for Sale"

Texas Tool and Die Manufacturers Association
DAVID A. SHAPIRO, Executive Director
1710 Jackson Street
Dallas 1, Texas

a directory of member plants and services... an organization of companies that design and manufacture special tools, dies, jigs, fixtures, gages, moulds, and special machinery and do precision machining; located conveniently close to you in the heart of The North Texas Industrial Area.

Asset to Dallas Industry:

The Perfect Tool and Die

Foresight and Faith Have Created the South's Largest Concentration of Tool and Die Plants in Dallas and Tarrant Counties.

The largest concentration of tool and die manufacturers in the South is located in Dallas and Tarrant counties. Why?

The foresight and faith of a few individuals brought it about. The importance of this industry, though largely unrecognized, can hardly be overestimated; for it has been a decisive factor in making Dallas an aircraft and manufacturing center.

Before World War II, Dallas had only a few large manufacturing plants. The tool and die needs of these plants had to be filled from the northern U. S. Since tooling problems are individual ones and should have on-the-spot attention, the distance factor made liaison work expensive time-consuming and almost impossible to conduct with any kind of efficiency.

Finally, some of the bigger plants determined to set up their own tool and die departments. This was not an easy decision for such installations are extremely costly and their facilities not in use much of the time. They believed, however, that on a long term basis such projects could be definitely less expensive than the hard-to-control long distance tooling liaison. It was this long term basis that made the decision a rough one for it could only be based on faith in the continuous growth of this part of the country.

So, thanks to the courage and foresight of a few companies, several years before World War II, men in this area began to learn the skills of the tooling industry.

Later, some of these men set up independent plants so that when the war broke, Dallas and Tarrant counties had tool and die plants with trained men able to handle tooling jobs. Their existence was an important factor in bringing the big aircraft companies to this area and getting them rapidly into production.

The wartime aircraft business gave the tooling plants great impetus and made rapid expansion possible, but it is the diversification of manufacturing in Dallas which has made for real growth.

Today, the Dallas and Fort Worth tooling industry must provide for a wide variety of needs, a greater variety than any other place in the South. Dallas, for instance, is a leading manufacturing center of electronics, cotton gins, refinery equipment, air-conditioning, oil tanks, telescopes, ceramics, boats and stoves — just to mention a few. All these industries need special tooling.

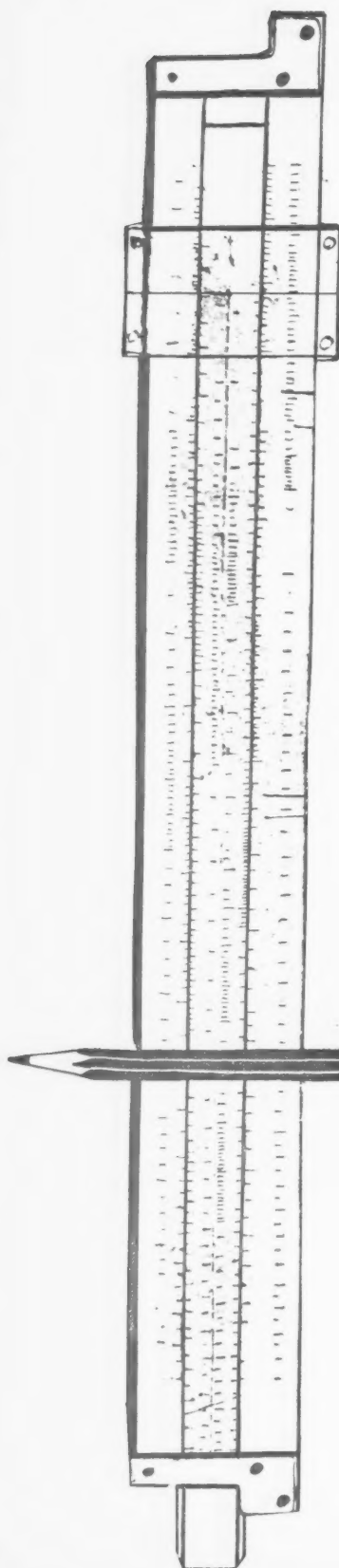
The aircraft industry continues in importance. Those "emergency" plants of the war are still turning out aircraft. No plane or missile can be built without special tooling and having tooling facilities right around the corner is a vital lead time factor . . . in the cold war.

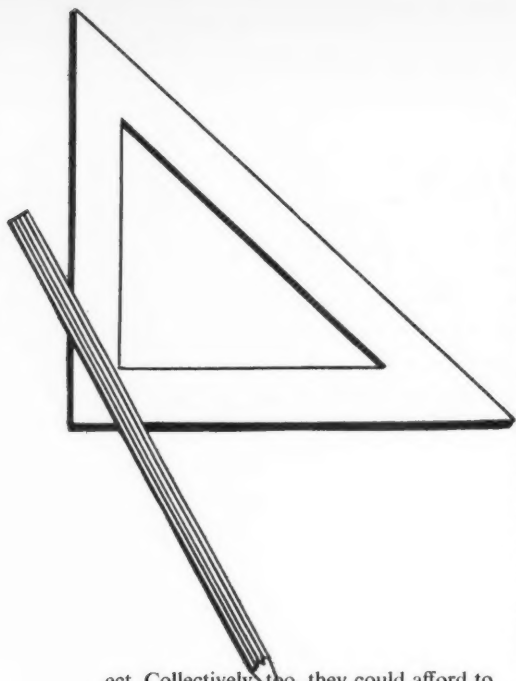
Although, by the early 1950's the growth of the tooling industry in this area had been somewhat phenomenal, the men in the business were not satisfied, many of the big jobs still were going either north or west . . . not only because it meant more business for them, but also because it was much more efficient for the companies needing the tooling.

Individual shops could not handle those big projects, but a combination of facilities could. The thing to do was to get together. This was done in the spring of 1955 with the formation of the Texas Tool and Die Manufacturers Association, which included the designing, manufacturing, repairing or assembling for use or for sale of special tools, dies, jigs, fixtures, gauges, molds and special machining and/or related products.

This was of course, an association of independent plants which remained independent. There was no price fixing nor method standardization involved. They simply worked more closely together toward the primary purpose of keeping more jobs in this area. They surveyed the capacities of the various shops so that an Association committee could decide how the total facilities could be best utilized in carrying out a big job.

This survey revealed that as a unit they could tackle almost any size tooling proj-





ect. Collectively, too, they could afford to publicize these facilities not only to keep big jobs at home but to encourage new businesses to come in.

The first major step in this direction was publication of a brochure, "Shop Time for Sale" which listed in detail all the products and services available from the thirty Association members in the area. Copies of this were mailed throughout a 500-mile radius of Dallas.

Its effect was immediate. More than one inquirer noted that he had no idea such a tremendous investment in machine tools existed in the South. One purchasing agent came personally from Mississippi after receiving this brochure because, he said, "Any group that can get together for such a venture as this is worth seeing."

Purchasing agents also are invited regularly to meetings of the Association.

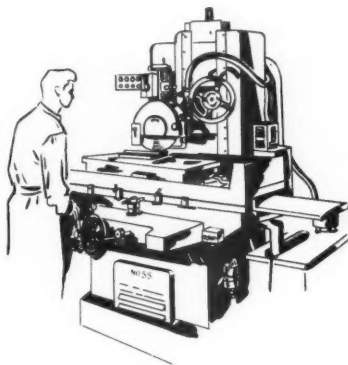
Not long after the Association's cooperative effort had begun, a large manufacturer presented a big tooling project to the group for consideration. A committee was appointed to study the problem and to recommend five member firms who could handle the job. The manufacturer, then, was to choose three from the five who would share the job.

The group made its recommendations, quoted prices and estimated delivery dates, but right in the middle of the negotiations the man in charge of the project for the manufacturer got "cold feet" and took most of the contract to the West Coast. The result, however, helped the reputation of the local group for the project ended up costing considerably more than the original quoted, was six months late and the Company was forced to keep

a full-time crew on the West Coast. Those parts of the contract which were kept here were delivered on time at the original quoted price. Since then, this manufacturer has been more anxious to keep its tooling projects here.

Another example of cooperative effectiveness happened some months ago when a large manufacturing plant was almost totally destroyed by fire. The tool and die people knew that the company was working on an important electronic contract for the government — a contract vital to the nation's defense.

Without waiting to be called, several tool and die shops sent men out to the still smoldering buildings to offer their trucks and their help. They took still-hot dies back to their own plants, salvaged what they could, rebuilt others. They worked overtime and weekends. In just 30 days that company (in temporary quarters) was back in operation. Without this kind of help, it would have taken several months.



Still another proof of how important it is for manufacturers to have tooling facilities right in their own back yard happened recently in Dallas. A national concern which needed a competitive portable electric saw for its line approached a Dallas manufacturer for a design. The manufacturer in turn consulted one of the Association companies.

In less than two weeks from the time the talks began, the prototype of a new saw had been designed and made. In less than six weeks this new saw was in full production.

This is one industry which must train its own people. Unless they do, they may be out of business for there are no schools for toolmakers. The Association, then, has set up its own training course by underwriting all the expenses of a night school course in toolmaking.

Applicants for this course are carefully screened to determine their aptitude — for they say tool makers are born, not

made. Last year, thirty-five men were graduated from this course.

Credit, too, can be a problem for members of this industry since all tools are tailor-made. If a customer cannot pay for his order, it has no value for resale to someone else. The Association's credit system maintains through its executive office a mutual exchange of credit information and ratings.

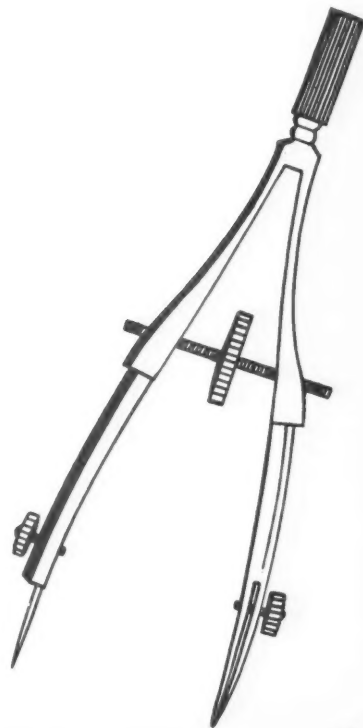
A safety program is a continuous one.

The reputation of the tool and die industry of Texas as a unit is of constant concern to the Association. They have set rigid standards on contract performance and quality control.

Cooperation with the Governor's committee of the Texas Industrial Conference and the local Chamber of Commerce is another activity, working toward getting new industries for Texas.

Committees also have worked closely with adjoining states, such as Arkansas, to help them obtain new industry by showing manufacturing firms the tooling facilities next door.

A manufacturing concern considering a move to a new area looks primarily at three things: raw materials, labor and tooling facilities. Formerly any company considering the Dallas area as a possible location had to send in a team of men to survey every tool and die shop. Now, the Association has all these statistics on hand.





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BOOKS FOR BUSINESSMEN

While there may have been a recession in other fields, there has been no recession in the publication of books on selling and marketing. Two of the new ones are aimed at special segments of the market. Janet L. Wolff's **What Makes Women Buy** will be of special interest because women spend a larger share of the total income of the nation than men do. It is an attempt to discover why women act as they do—and consequently what sales pitch will be most effective in reaching them. This book is not the last word to be said on the subject but it would be extremely helpful to anyone selling primarily to women.

A similar book aimed at a different group is Eugene Gilbert's **Advertising and Marketing to Young People**. It discusses advertising aimed at small children (particularly TV) and covers the special problems involved in reaching the growing teen-age, college, and young bride markets. Several chapters are also devoted to the use of contests in reaching young people.

How to Increase Your Sales Volume as a Manufacturer's Agent by Marvin Leffler is a sequel to his earlier book, **How to Become a Successful Manufacturer's Representative**. His first book was written for newcomers in the field while this one is written for the experienced manufacturer's representative. This is a most welcome addition to the business bookshelf because there has been so little written on the subject.

Some of the other new books in the salesmanship field are: **Successful Selling Strategies** by Charles L. Lapp, **How to Sell Intangibles** by A. P. Smith, and **Successful Industrial Selling** by David D. Seltz.

Since Max Ball wrote **This Fascinating Oil Business** in 1940 there has not been a good book which would explain the work-

ings of the oil industry to the layman. Robert R. Wheeler and Maurine Whited have written a new one, **Oil—From Prospect to Pipeline**, which will be widely read as an introduction to the field. It gives a simple explanation of petroleum geology and tells how oil is found, produced, and marketed. Included is a dictionary of oil terms and a list of abbreviations used in oil reports. In the appendix are examples of forms used in executing leases and royalty deeds.

With investment clubs springing up all over Dallas, a very timely book is Raymond Trigger's **How to Run a Successful Investment Club**. It discusses the growth of investment clubs, some of the pitfalls that have been encountered, some dangers involved, and gives detailed information on how to start a club.

A new contribution to economic thinking which is being much discussed in the more literate business circles is **The Affluent Society** by John K. Galbraith. While both conservatives and liberals will find much in the book to disagree with, it is a thought-provoking book which may well have a permanent effect on the economic thinking of the nation.

The Young Executive's Wife by Edith Heal is written for rather than about the young executive's wife. It provides a blueprint the young wife may follow to better her husband's chances of advancement. Many women will find this helpful; others may resent the implication that they should become merely an appendage to their husband's job.

A valuable book on a seldom-discussed subject is **Using Public Warehouses** by John H. Frederick. It is planned to show the importance of the public warehousing industry in the distribution system and gives much practical information on when and how public warehouses should be used.

The American Stockholder is a serious, hard-hitting book, written in a light style, covering the role of the stockholder in the American business picture. It gives some rather surprising facts at the same time it manages to be entertaining.



For the banking crowd this month we have two new books: **The Bank Tellers' Handbook and Guide** by J. B. Hitchins and **Central Banking in Mexico** by Virgil M. Bett. The latter work gives a history of banking in Mexico as well as a picture of current practice.

For the professional in the insurance field, the S. S. Huebner Foundation has turned out two new volumes in its valuable insurance series. **Group Disability Insurance** is by Jesse F. Pickrell who is Professor of Insurance at North Texas State College. The other, **Development of Comprehensive Insurance for the Household** is by J. E. Pierce who holds a similar position at the University of Tennessee. Both books are scholarly studies aimed at the insurance man who wants to develop a strong, broad background in his field.

Harry Henry, a member of McCann-Erickson's European staff, has written **Motivation Research**, a good basic book in the field emphasizing British practice. After giving a discussion on the basic techniques involved, he applies motivation research to various problems such as production policy, packaging, and advertising.

For the executive in large companies who is searching for new management techniques, **Junior Boards of Executives** by John R. Craf should prove interesting. A technique for training and developing young executives that was pioneered by McCormick and Company as part of their program of "multiple management," the use of junior boards of executives has been gradually spreading. This book explains how such a program works and surveys the experience of various companies which have used it.

by Sam G. Whitten

Science and Industry Department
Dallas Public Library

Art by Ruth Anderson



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CLUBS AND ASSOCIATIONS

Promotion Boosts Downtown Sales

Four sales-lagging Saturdays downtown — plus the efforts of the Gainesville Circus, a TV cowboy, and the armed forces — multiplied by the promotion of Dallas business firms — equals worthwhile increases in downtown sales volumes.

This is the formula the Dallas Retail Merchants Association and downtown business firms devised to attract shoppers to the downtown area June 21, 28, and July 5 and 12. Through their backing, these four Saturdays, usually the lowest in sales figures, were marked by sales increases of 10 to 50 per cent and crowds up to 100,000.

The four Saturdays were designated as Gainesville Circus Day, Gainesville Circus Encore Day, Armed Forces and Guided Missiles Day, and TV Personality Day, corresponding to the special entertainment brought downtown that day for the campaign. Will Hutchins, TV cowboy star "Sugarfoot," appeared on TV Personality Day, drawing the top crowds of 75,000 to 100,000.

Lee Starr, president of Titcher-Goettinger, was general chairman of the summer promotions and was aided by 13 committeemen from Dallas businesses. The downtown firms co-operated in raising funds and by extending special offers and prices for the four days.

Corporate Secretaries Elect Mayson. J. D. Mayson, secretary and director of the legal department of Dresser Industries, Inc., has been named president of the Dallas Regional Group, American Society of Corporate Secretaries, Inc.

Other officers elected for the 1958-59 term are David W. Jack, secretary and assistant treasurer, Texas Utilities Company, vice-president; Charles G. Hess, Jr., secretary, Lone Star Gas Company, treasurer.

Knapp Named Real Estate Board President. A veteran Dallas realtor and appraiser, DeWitt L. Knapp, has been elected president of the Dallas Real Estate Board to serve during 1958-59.

Mr. Knapp has been a member of the board since 1949 when he opened his offices in Dallas as a private practitioner of real estate appraising.

Elected to office with Mr. Knapp were Fred N. Peek, first vice-president; Frank H. Malone, second vice-president, and Lawrence Miller, Jr., secretary-treasurer.



DR. BRODSKY

Contact Lens Society Elects Brodsky. Dr. Irving I. Brodsky has been elected vice-president of the Southwest Contact Lens Society, composed of optometrists who specialize in contact lens work, have certain professional qualifications and who attend regular postgraduate seminars on contact lens.

Dr. Brodsky has been a practicing optometrist in Dallas for the past nineteen years.

Savings and Loan League Elects Bowles. Lloyd S. Bowles, senior vice-president and a director of the Dallas Federal Savings and Loan Association, has been named president of the Texas Savings and Loan League.

Mr. Bowles is the immediate past-president and a director of the Southwestern Savings and Loan Conference. He also is a former member of the board of governors and the executive committee of the National Savings and Loan League.

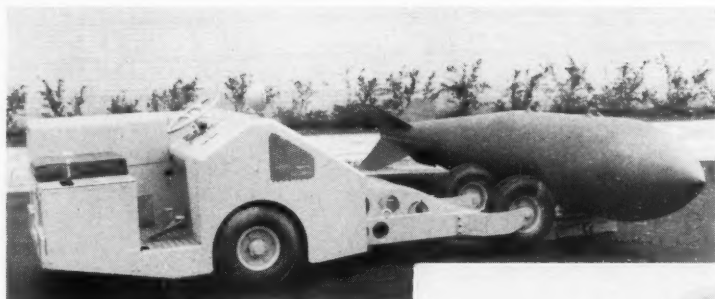
Management Association Names Candler. W. L. Candler, vice-president and administrative officer of Southland Life Insurance Company, has been elected president of the Dallas Chapter of the National Office Management Association for the coming year.

Mr. Candler has been a member of the Dallas Chapter since 1951 and a director for five years.

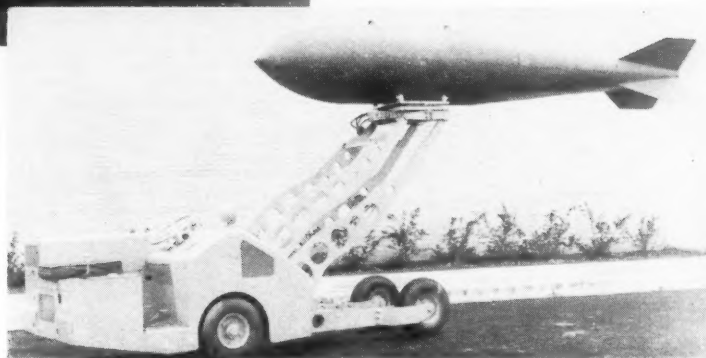
D. L. Allen of Del-Hi Taylor Oil Company, has been named first vice-president; W. J. Speck, W. J. Speck Company, second vice-president; Glen R. Giles, Rubenoid Company, recording secretary; Boyd Harrison, Texas Employers' Insurance Company, corresponding secretary; and John F. Burns, Anderson-Clayton-Foods Division, treasurer.

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and
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Clubs and Associations

Rogers Named Ad League Head.

Will H. Rogers has been elected president of the Dallas Advertising League.

Mr. Rogers, who is information supervisor for Southwestern Bell Telephone Company, has been a member of the Ad League since 1939, and has previously served as vice-president and as secretary.

New officers named to serve with Mr. Rogers are Herbert M. Walne, first vice-president; Lloyd Price, second vice-president and program chairman, and James Neal Hall, secretary-treasurer.

★

Buckley Heads Dallas Insurance Club.

L. Mortimer Buckley, C.L.U., has been elected president of the Insurance Club of Dallas.

Mr. Buckley is general agent, north half of Texas, for the New England Mutual Life Insurance Company of Boston.

Other new officers are: First vice-president, Charles W. Morgan, General Adjustment Bureau; second vice-president, James E. Wallace, Jim Wallace Agency; treasurer, John Stuart, Employers Casualty Company; secretary, Philip L. Pitts, Fireman's Fund Insurance Company.

★

Hillcrest Estates Association Names Welsch.

Godfrey Williams Welsch has been chosen as president of the Hillcrest Estates Association, a non-profit, non-political group organized for the beautification, maintenance and general improvement of the rustic area between Hillcrest and Preston in North Dallas.

The association elected E. E. Rossaire as first vice-president; Pat Kleinman, second vice-president; Mrs. Irene Barns, secretary, and Glenn Facka, treasurer.

★

Manufacturers Association Installs Tomlin and Briant.

D. O. Tomlin, president of the Lone Star Boat Company of Grand Prairie, has been installed president of the Texas Manufacturers Association.

G. C. (Chuck) Briant, executive vice-president of Dallas Tank Company, has been elected chairman of the Dallas Chapter of the Association for 1958. C. D. Allison, vice-president of Dearborn Stove Company of Dallas, is vice-chairman of the group.

The Texas Manufacturers Association is a state-wide organization of management leaders in approximately 4,000 Texas businesses.

DALLAS • AUGUST, 1958

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that's *AIRPOWER*

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MEDIA	1,080
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SPECIALTY MANUFACTURERS	140
ASSOCIATIONS	85
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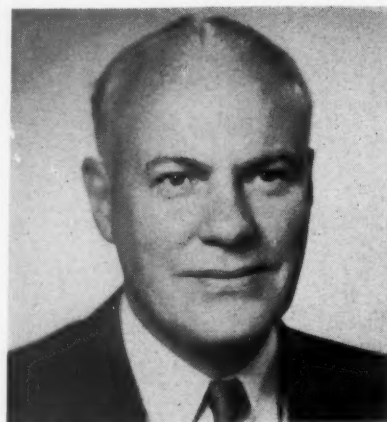
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Clubs and Associations



WELCH

Welch Heads Appraisers Group. Ramond F. Welch, administrator of real estate for the trust department of the Mercantile National Bank, is new president of the Dallas chapter of the American Society of Appraisers.

Joseph M. Cole, of the Jones-West Mortgage Company, is the new vice-president and John Arnone, of J. E. Foster and Son, mortgage bankers, is the new secretary-treasurer of the chapter.

★

Underwriters Council Elects Lewis. Richard L. Lewis, CLU, vice-president and agency director of Great National Life Insurance Company of Dallas, has been named president of the Life Underwriters Training Council.

A veteran of 21 years in Texas life insurance circles, Mr. Lewis entered the business as an agent in Dallas for Great National in 1937. He was advanced to state supervisor in 1939, became agency manager in Austin in 1942, and was elected to his present post in 1954.

The Training Council is a non-profit organization formed ten years ago to provide practical training and education for life insurance salesmen.

★

McKinney Heads Sales Executives Club. W. H. McKinney, president of Mayflower Warehouses, has been elected president of the Dallas Sales Executives Club to serve during 1958-59.

Mr. McKinney began his career in 1930 in San Antonio, starting with a large mail order firm. He later was associated with a railroad, with motor freight lines and, finally, warehouses.

Named to serve with Mr. McKinney were C. H. Shackelford, first vice-president, and Harvey S. Meeks, second vice-president. Mrs. Estherlee DeHaes was re-elected secretary of the organization.

Clubs and Associations



McCORMICK

McCormick Named to International Fraternity Post. The Dallas Alumni Association of the International Fraternity of Delta Sigma Pi has elected Robert E. McCormick as its president.

Mr. McCormick, a graduate of Southern Methodist University with a B.B.A. degree in insurance, is a partner in the George W. McCormick Insurance Agency.

Other officers of the Alumni Association include Emory Walton, vice-president; Harry Hall, secretary, and Ronnie Smith, treasurer.

★

Newspaper Group Installs Alley. The Dallas Chapter of the American Association of Newspaper Representatives has installed James S. Alley of The Katz Agency, Inc., as president.

Other officers elected for 1958 include Herbert Taylor of Texas Harte-Hanks Newspapers, vice-president, and Denson Walker of The Branham Company, secretary-treasurer.

★

Dallas Bankers Named as Foreign Trade Group Officers. Albert L. Long, a vice-president of Republic National Bank of Dallas, and W. H. Roberts, a vice-president of the First National Bank in Dallas, have been elected officers of the Bankers Association for Foreign Trade.

Mr. Long was named president of the national association and Mr. Roberts was elected secretary.

Mr. Long holds a graduate certificate from the American Institute of Banking and has 26 years experience in cotton financing.

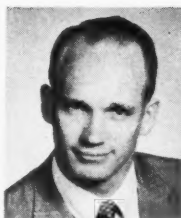
Mr. Roberts has been with the First National since 1920, excepting 1928-31, when he was assistant cashier of the Plainview National Bank.



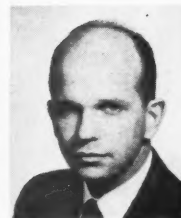
W. Marion Newman



W. M. (Bill) Newman, Jr.



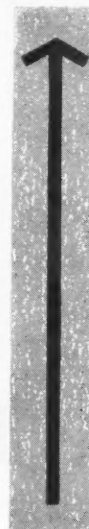
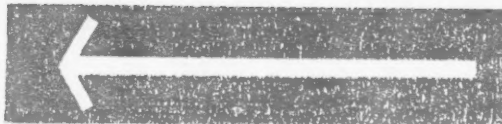
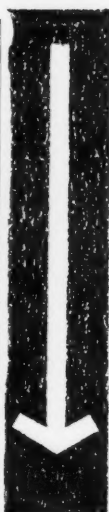
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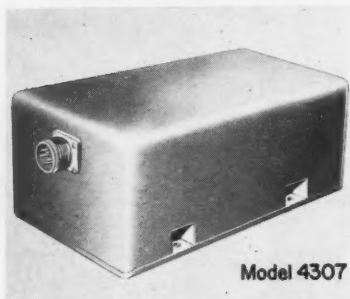
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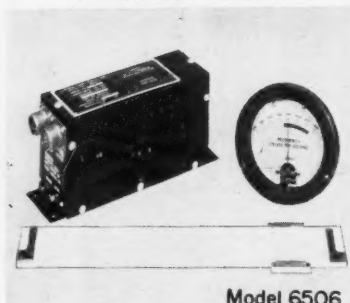
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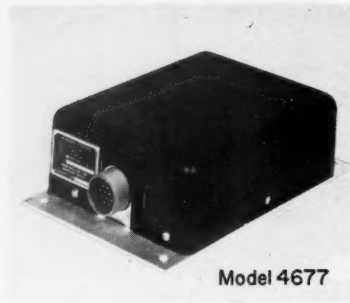
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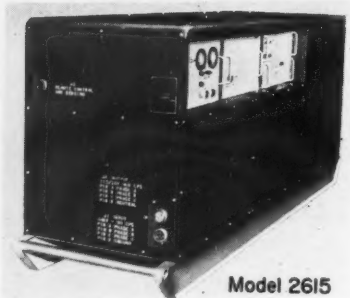
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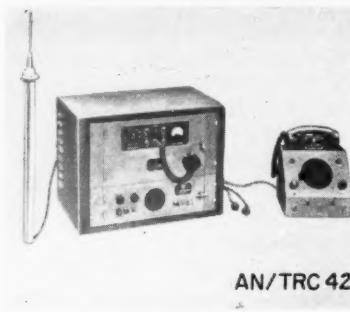
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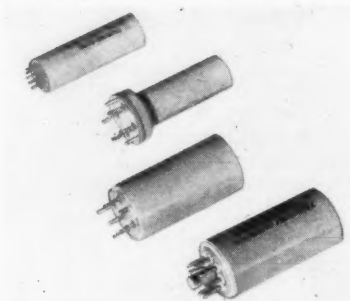
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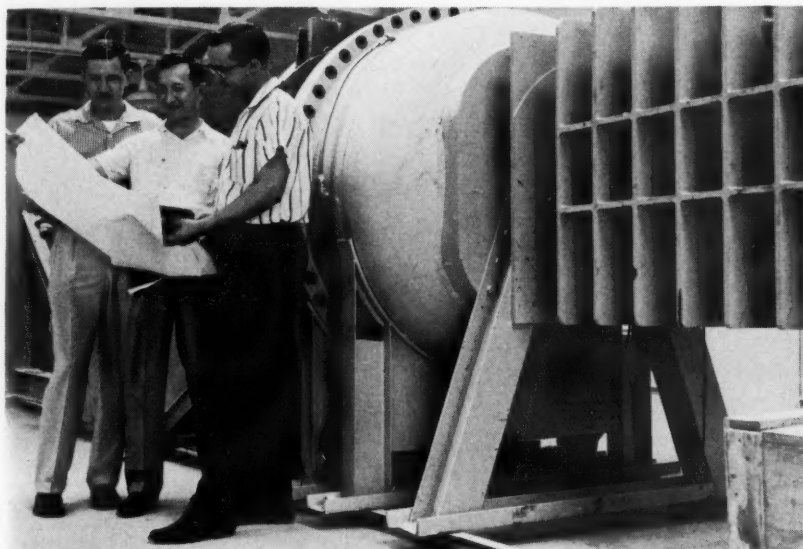
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SPECIFICATIONS FOR A DESIGN to be tested in SMU's new wind tunnel are being surveyed by Leslie M. Bagnall, assistant professor of mechanical engineering; Edmund Weynand, associate professor of mechanical engineering; and Gary Goodman, senior aeronautical engineering student. Behind the trio is the bellows part of the tunnel which builds up winds to the speed of 1,420 miles per hour.

SMU Installs 15-Ton Wind Tunnel For Aerodynamics Study, Research

Some colleges and universities receive gifts of libraries and class room equipment, but not many schools can include a supersonic wind tunnel in their list of possessions. A close liaison between Southern Methodist University and Chance Vought Aircraft, Inc., has led to SMU's recent acquisition of a wind tunnel that can develop winds up to 1,420 miles an hour.

The 15-ton tunnel is a gift of the Chicago Bridge and Iron Company and is a one-fourth scale working model of the wind tunnel which the company constructed for Chance Vought.

Because of the friendship between SMU's Engineering School and Chance Vought, Chance Vought recommended that the tunnel be given to the school for present and proposed work in aerodynamics. The tunnel, now valued at over \$100,000, was delivered early in June, and should be completely installed by the last of September.

The wind tunnel will enhance research and study projects in SMU's five year-old program of advanced work in aeronautical engineering. Only five other universities in the nation have comparable installations, and SMU's wind tunnel is the larg-

est high speed tunnel at any university in the Southwest.

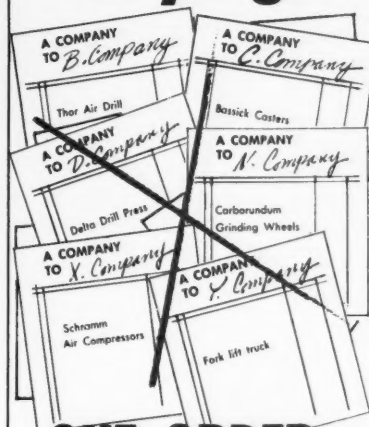
"The 51-foot tunnel will be used to test, with scale models, air foil sections, fuselage shapes, different missile configurations and many other items under speeds up to mach 2 (twice the speed of sound)," says Dr. William J. Graff, professor and chairman of the department of mechanical engineering. Dr. Graff, who will direct SMU's wind tunnel operations, expects to have the tests underway sometime during the fall semester.

With a test section 12 inches square and about four feet long, the wind tunnel works in 40-second gusts at from 300 miles an hour to the maximum speeds. A Chance Vought official compares its working to the effect obtained by filling a balloon and releasing the air.

To house the wind tunnel and serve as an aerodynamics laboratory, SMU has constructed a special building beside the Caruth Engineering Building, next to the present Engineering Laboratory.

SMU President Willis M. Tate says the tunnel will allow the school to take a position of leadership in aerodynamic training, one of the vital areas of knowledge in the modern age.

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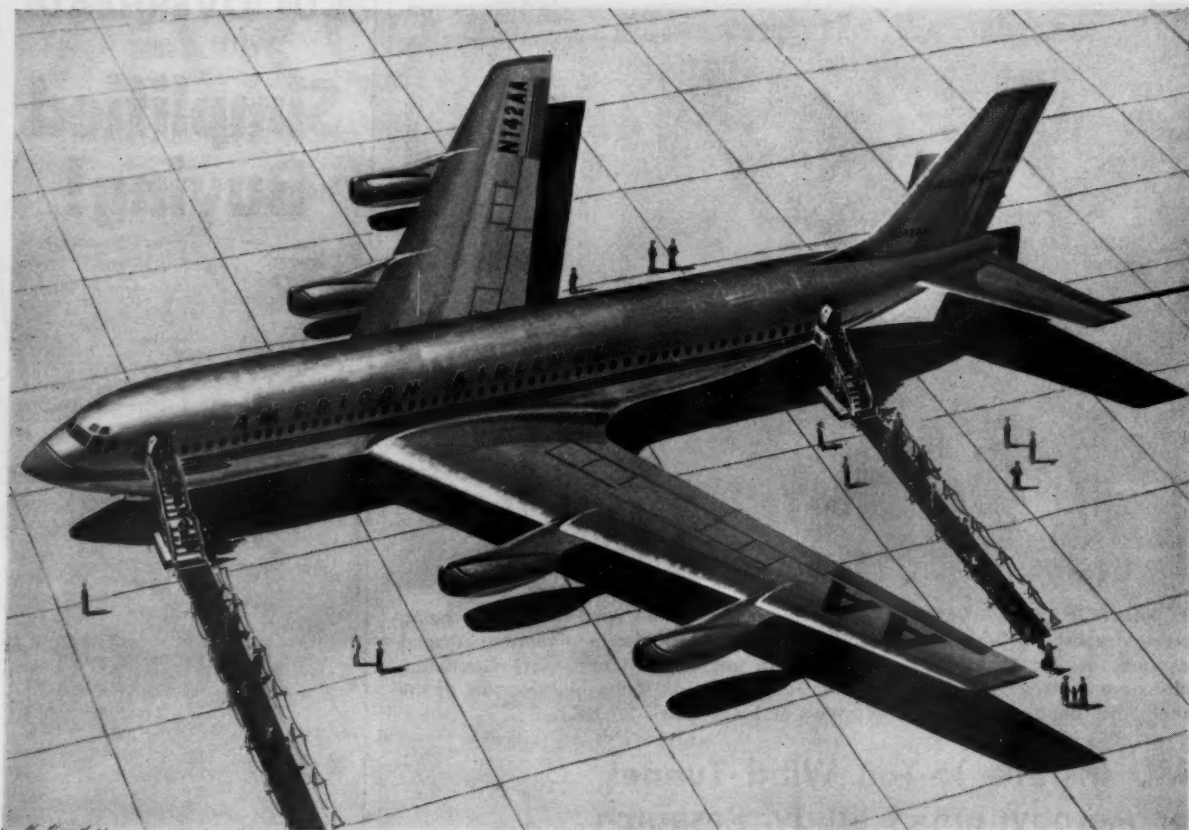
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And of equal significance to the defense-minded members of the Air Force Association now convening in Dallas is the contribution these splendid new airplanes will make to the total airpower of this nation through The Civil Reserve Air Fleet.

The new Boeing 707, with almost twice the performance of today's best piston-driven aircraft, and the new turboprop Lockheed Electra soon to be introduced will greatly increase the speed, range and capacity of this important reserve wing.

With hundreds of new aircraft ordered by the scheduled airlines, the combat power of the United States Air Force will have the support of the largest and finest fleet of jet and turboprop transports in the entire world.

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YOUNG MEN GOING PLACES

Dr. Chwan-Chang Lee

by Elery Owens

Name: Dr. Chwan-Chang Lee

Birthplace: Shanghai, China

Present address and occupation: Dallas; specialist in development and analysis of missile systems at Temco Aircraft.

That skeletal outline underlies the fabric of a story that ranges half across the globe. It's also a story that involves two worlds — the Free World and the Totalitarian World.

The central figure is a brilliant young Chinese electronics expert — Dr. Chwan-Chang Lee. The villains of the piece are Mao Tse-tung and the Chinese Reds.

But the beneficiaries of a situation that has its overtone of personal tragedy to Dr. Lee have been Temco Aircraft — and, more generally, the Free World in whose defense he is playing an increasingly important role.

Now only 30, this slender electrical engineer is deeply involved in the U. S. missile program — and Temco's part in it. Details of his work at Temco are, of necessity, restricted information. But it is no breach of security to say that Dr. Lee's talents and training are a definite factor in the technological struggle being waged between the East and the West.

It's a turn of events that Mao and the Reds could not have foreseen, when they lowered the Bamboo Curtain around Shanghai in 1949. Only two weeks before, Dr. Lee — then a student barely in his twenties — had left home for a graduate study in the United States.

But caught in Shanghai by the relentless sweep of the Communists across China were his father, mother and younger sister.

That was almost nine years ago; Dr. Lee has not seen his family since then.

For him, this separation has been a heart-felt one; family ties among the Chinese are extremely close, by Western standards. But it has also been eased by the fact that his family has now escaped from the Chinese mainland — and Communism.

But the price was high. The Lee's had to abandon the family textile manufacturing business, their home and all their worldly possessions, except the clothes they wore, to the Communists.

In 1949, though, Dr. Lee had no way of knowing this would happen. He was a young student — alone, his family ties perhaps severed forever.

On his way across the country to enter the University of Pennsylvania, he stopped in Dallas to visit friends. They suggested that he enroll instead at the University of Texas graduate school of electrical engineering. Their advice finally prevailed, but the big factor in inducing Dr. Lee to change his plans was the innate friendliness he found among Texans.

"People would say 'Hello' to me on the street," says Dr. Lee in his impeccable English. "Others, people I had never seen before, would stop and shake my hand."

His decision to remain in Texas has been one that Dr. Lee has never regretted. He stayed on where he had found such warm acceptance after receiving his Ph.D. degree from UT in 1953 — and went to work in the Atlantic Refining Company's research laboratory in Dallas as a theoretical physics research man. He left his

post in February of 1957 to join the engineering staff at Temco.

Part of Dr. Lee's sentimental attachment to Texas is the natural outgrowth of the fact that it was while he was a graduate student at UT that he met Mrs. Lee.

She was then Hannah Liu of Nanking, a student at Mary Hardin Baylor College in Belton.

Dr. Lee and his attractive wife are now the parents of three small daughters. The Lee's are also building their own home in Dallas — not far from his work in the Engineering Center at Temco's Garland plant.

Dr. Lee is also making his contribution to the educational system of the country that helped provide part of his education. Since 1953, he has been a part time lecturer in Electromagnetic Theory at SMU.

Life in America has been good to Dr. Lee. It will be even better, with the realization of two dreams. One is U. S. citizenship; the other is reunion with his family.

The first will probably come true in 1961, when he will be eligible for citizenship after completing the necessary waiting period.

For several years, Dr. Lee has been working to obtain visas that would enable his family to join him in this country. It's a difficult task, one complicated by red tape and delay. But he now has reason to believe this will be realized, in the not-too-far-distant future.

Still Going Up:

MID-YEAR REPORT SHOWS HEAVY GAINS

Despite national conditions, Dallas has concluded another healthy six months of growth. This is reported in "Dallas In The First Half of 1958," the semi-annual publication of the Dallas Chamber of Commerce. In addition to complete statistics on the first six months of 1958, the report summarizes significant new and expanding businesses in the Dallas area.

Of the 29 indices the Dallas Chamber uses to measure the business and economic trend of Dallas and its metropolitan area, 24 of them showed increases — many quite sizeable — in the first half of 1958 compared with the same period in 1957. The gains ranged from a 0.1% increase in total employment to an amazing 47% increase in non-residential building contract awards.

"Judging from the sizeable increases in most items, the few declining indices have had very little adverse effect on the local economy," the Report states. It notes that bank deposits were up 17.6%, savings and load deposits were up 18.1%, electricity and natural gas consumption were up 12.4% and 10.6% respectively, while residential building contract awards were up a whopping 40.7%. Other smaller but substantial gains were registered in air express shipments received (6.6%), new telephones (6.1%), postal receipts (3.4%), new water meter connections (3.6%) and new electric meter connections (3.2%).

Although total employment in the area increased slightly from June 1957 to June 1958, manufacturing employment declined from 90,450 to 86,405 in the year. "This 4,045 decrease in factory jobs was due almost exclusively to worker cutbacks in the aircraft and automobile assembly industries, which have both recently become stable and should show improvement in the last half of 1958," the report notes.

Another item to decline was new passenger cars registered, which dropped from 21,532 in the first half of 1957 to 16,798 in the first half of 1958. "Partially offsetting this decrease was an increase in the number of new trucks registered from 2,599 to 3,030, a 16.6% jump from the first half of 1957," the report states.

Thirty-two new manufacturing firms were reported as having announced or opened Dallas operations during the six-month period including Southwestern Steel Container Company, Texlon Cor-

poration, Atlantis Engineering Corporation, Aire-Gard and Meter-All Manufacturing Company. Significant manufacturing expansions were noted by Texas Instruments, Sherwin-Williams Co., Collins Radio Co., Plastics Manufacturing Co., Chance Vought Aircraft, Temco Aircraft and 14 other firms.

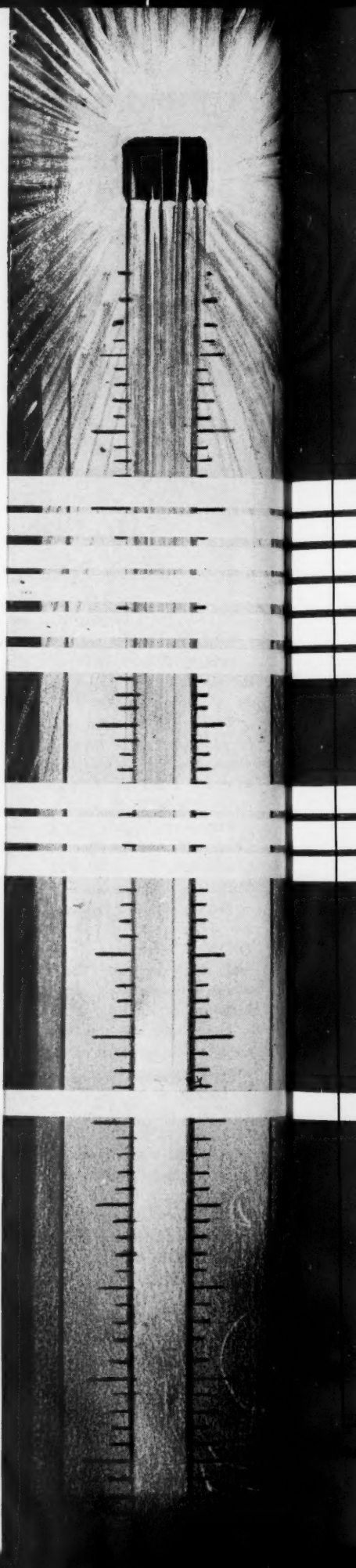
New wholesale establishments opening in Dallas during the period included Union Special Machine Co., Crawford Door Co., Boysen Paint Co., Dodge, Inc., Jensen-Salsberg Laboratories, Inc., and Reichhold Chemicals, Inc. Fifteen wholesale establishments reported expansions, including International Business Machines Corporation's announcement of a \$2 million building to consolidate all of its Dallas operations.

Five significant developments were noted in Transportation and Public Warehousing. Braniff International Airways moved its headquarters into a new \$4 million building in Exchange Park. Southwest Airmotive completed a new \$250,000 terminal at Love Field, where additional hangers under construction will bring the cost of the firm's improvements at Love Field to \$4 million. Continental Trailways Bus system announced the purchase of 80 buses costing over \$3 million. In the 12 preceding months, the company bought 233 new buses at a total cost of \$9.3 million.

East Texas Motor Freight Line announced a \$5.1 million expansion and fleet modernization program, including a Dallas terminal in Trinity Industrial area, and Red Arrow Freight Lines of Texas announced a new Dallas terminal in Trinity Industrial.

Building expansions by Mercantile National Bank, Grove State Bank, Preston State Bank, and Hillcrest State Bank are reported along with the enlargement of the Federal Reserve Bank's Dallas district headquarters. During the six-month period, 11 Dallas banks increased their capital and surplus totals, largest increase being Exchange Bank and Trust Company's increase from \$1 to \$10.

New buildings by Hartford Fire Insurance Group, Texas Blue Cross-Blue Shield and Allstate Insurance Company are included in the report. Reports on five hospital buildings-expansion programs are given. They are St. Paul's, Baylor University, Parkland Memorial, Dallas East and Doctors Hospital Foundation.



Dallas Business and Economic Statistics

First Six Months

	1958	1957	Percent Change
New Business Concerns—Total	456	599	-23.9
Manufacturers	32	44	-27.3
Employment—Total (June)*	346,075	345,915**	0.1
Manufacturing Employment*	86,405	90,450**	-4.5
Bank Clearings (add 000's)	\$11,884,005	\$11,767,190	1.0
Bank Debits (add 000's)	\$13,603,608	\$13,241,004	2.7
Bank Deposits (June) (add 000's)	\$2,155,739****	\$1,833,127***	17.6
Bank Resources (June) (add 000's)	\$2,412,086****	\$2,132,200***	13.1
Saving & Loan Association Deposits (June 30)	\$245,128,385	\$207,632,898	18.1
Building Contract Awards—Total* (5 mos.)	\$101,562,000	\$70,878,000	43.3
Residential Building* (5 mos.)	\$59,025,000	\$41,939,000	40.7
Non-Residential Building* (5 mos.)	\$42,537,000	\$28,939,000	47.0
Dollar Value Building Permits	\$67,984,340	\$62,932,890	8.0
Postal Receipts	\$10,502,627	\$10,155,805	3.4
Air Mail Originated (lbs.)	850,779	828,651	2.7
Consumption of Electricity (KWH) — Total	1,081,177,191	962,056,892	12.4
Industrial	258,448,838	240,060,931	7.6
Consumption of Natural Gas (Cu.-Ft.) — Total	38,624,966	34,931,636	10.6
Industrial	22,874,064	21,456,525	8.6
No. of Electric Meters (June 30)	212,711	206,212	3.2
No. of Water Meters (June 30)	195,566	188,708	3.6
No. of Gas Meters (June 30)	205,524	200,699	2.4
No. of Telephones (June 30)*	377,525	355,689	6.1
New Passenger Cars Registered*	16,798	21,532	-22.0
New Trucks Registered*	3,030	2,599	16.6
Aeronautics Department Divo Sales	n.s.	n.d.	1.0
No. of Air Express Shipments:			
Received	43,904	41,167	6.6
Dispatched	27,732	26,876	3.2
Railway Cars Unloaded	59,972	61,113	-1.9

* Includes all of Dallas County. Other data except no. of telephones cover the City of Dallas and its four "island cities"—Highland Park, University Park, Cockrell Hill and Prentissdale. Number of telephones includes all of Dallas County's 29 municipalities except Carrollton, Coppell, Garland, Irving, Lancaster, Rowlett, Seawater, Mesquite and Wilmer.

** Revised

*** As of June 16, 1957

**** As of June 23, 1958

n.s. — Not available



Women in BUSINESS

by Jim Stephenson

Betty Reynolds

So you're assigned to interview a Chance Vought lady engineer. Sounds interesting—but you wonder: What's a lady aerodynamicist like?

So you call on Betty Reynolds, and you're startled, for she looks like a schoolgirl, and she has a schoolgirl's enthusiasm and wide range of interests.

Then you're amazed to learn that this slender, good-looking little ash blonde helped with the aerodynamics of such important projects as the F7U-3 Cutlass, the Regulus guided missile, and the F8U-3, now being tested on the West Coast for Navy fighter use.

The exacting business of aerodynamics deals with the problems involved in predicting aircraft behavior at given speeds—and Chance Vought these days is giving with speeds, and altitudes, considered fantastic a few short years ago.

"Really," Betty said, "it's mostly just mathematics—pretty simple math at that." But then modesty is one of Betty's virtues.

It figures that she should be good at math, and adept with the slide rule which is her chief working tool. Her mother, Mrs. Sadie Reynolds, back home in Pampa, holds a Master's Degree in math, and used it to teach high school math for a time in Oklahoma. Her late father was a building contractor. Her brother, Robert, is an electrical engineer for the Bell Telephone labs in New York. Math, and

its practical application, appear to run in the Reynolds family.

Betty's interest in aviation fills much of her spare time as well as her professional life. Soaring through North Texas skies in a glider—no props, no jets, no noise—is chief among her several hobbies. But Betty is denying herself those weekend pleasures for a while, and for a reason: "I'm saving up my money to buy a 123 Schweizer," she confided.

"And our trip to Europe last year left me a little broke," she admitted, referring to the 4-month tour abroad that she and her roommate, Helen Navoy (another Chance Vought lady engineer), made after months-long dreaming.

Did she forget military aviation on the trip abroad?

"Not quite," she grinned. "We were guests of the Royal Aeronautical Society at a private performance of the Farnborough (England) Air Show."

In the glider that Betty plans to buy, she aims to do some cloud flying, which is permitted under certain conditions, one of which is that she must have an instrument rating. This she's working on now. "I've been flying a borrowed Bonanza," said Betty, who first got a pilot's license at the age of 15.

Then her eyes sparkled as she spoke of the absolutely tremendous lift you get when you glide into a cumulus.

Coming back to earth, Betty spoke of

Chance Vought's second wind tunnel, which tests speeds up to six times that of sound, or some three times that of the F8U-3.

Betty got her Bachelor of Science Degree in Aeronautical Engineering from the University of Texas in 1953, having worked her way through. She and a couple of boys made up the class.

With very little additional work she could have a degree in meteorology, but she says that field is more of a hobby with her now. At UT she worked part-time in the meteorology department, plotting weather maps and helping out in the forecasting labs. In her senior year she was employed in the school's defense research lab.

Other hobbies with pretty Betty are the German language, classical music, sailing, swimming and diving, model airplane shows—and now there's a new one: Skiing. Snow skiing, that is.

"I've been skiing at Santa Fe twice," she said with that schoolgirl enthusiasm. "Last trip, I went with my friends in the Bonanza, and we got weathered-in, and I couldn't get back to work on time.

"I called my boss and told him, 'Sorry, can't come to work today—I'm skiing in Santa Fe.' I don't think he liked that very much at the time, but he has kidded me about it since, so I reckon I'm forgiven."

It figures.



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Vortex for Airpower

(Continued from page 25)

trainer and F-106 interceptor for shipment to San Diego; producing components for Boeing B-52 bombers, and continuing research and development on classified projects. The Air Force-owned plant covers 4,367,000 square feet of floor space.

Another Convair project of importance to this area is an ordnance aerophysics laboratory located at Daingerfield, Texas. Operated for the Navy Bureau of Ordnance under the technical direction of the Johns Hopkins University Applied Physics Laboratory, the center is devoted to research in and development of ramjet-powered missiles. The facilities, which include a high-altitude test laboratory, are made available to all aircraft and engine companies holding government contracts.

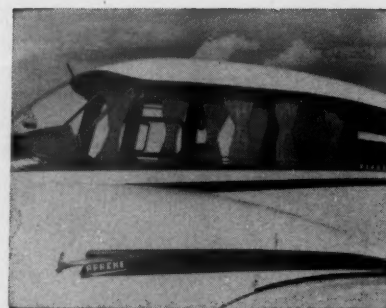
Temco is carrying on a large-scale modification and overhaul program, the bulk of it on Air Force planes, at Greenville. Much of it is highly classified electronic conversions. Such work has been going on at Greenville since Temco leased Majors Field, a World War II air base, in 1951. Current modification and overhaul work at Greenville includes major projects on the Air Force's C-97, C-54, B-50, and C-130. Also located at the Greenville facility is Temco's flight test center.

Also in the immediate area are the Menasco Corporation at Fort Worth, a manufacturer of landing gear components, and the Frye Corporation at Fort Worth, which has a transport in development. Other Texas aircraft plants are located at Tyler (Aircraft Manufacturing Company), Galveston (Camair Division), McAllen (Custer Channel Wing Corporation) and Kerrville (Mooney Aircraft, Inc.) All of these are manufacturers of light planes, according to the Aeronautical Engineering Review, the source for these listings.

Texas plants producing missiles, in addition to those in Dallas, are operated by Radioplane Company in El Paso and by Anderson-Greenwood & Company in Bellaire.

Immediately to the north of the Dallas aircraft-manufacturing complex is the large Oklahoma aircraft manufacturing industry, represented primarily by Douglas Aircraft's plant at Tulsa. Jonco Aircraft Corporation of Shawnee is another Oklahoma aircraft prime contractor, and Aero Design & Engineering Company of Oklahoma City is one of the nation's best known light plane producers. Rounding out the Oklahoma picture is Brantly Helicopter Corporation at Frederick.

Farther north is the Wichita manufac-



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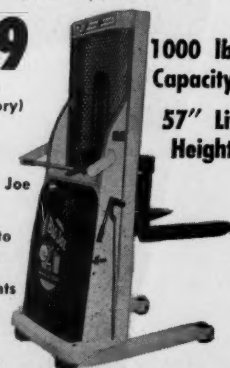
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turing area, heaviest in all of Kansas. Top manufacturer here is Boeing Airplane Company. Beech Aircraft Corporation and Cessna Aircraft Company of Wichita are both aircraft prime contractors and manufacturers of famous light planes. Rawdon Brothers Aircraft of Wichita is another light plane producer. Other light craft manufacturers in Kansas are Funk Aircraft Company (Coffeyville) and Mid-States Manufacturing Company (Pittsburgh).

Major Missouri manufacturers are McDonnell Aircraft Corporation, which produces aircraft, helicopters and missiles at St. Louis and Emerson Electric Manufacturing Company of St. Louis, another missile-manufacturer.

To the east of Dallas, the aircraft industry is represented by plants in Tennessee, North Carolina, Georgia and Florida.

Foremost among these is the Lockheed Aircraft Corporation, with its two Georgia plants at Marietta and Dawsonville. Rohr Aircraft Corporation of Winder, Georgia, produces aircraft subassemblies. Only Tennessee manufacturer listed by Aeronautical Engineering Review is Sperry-Farragut Company, which produces missiles in Bristol. North Carolina's aircraft industry is represented by the missile plant of Douglas Aircraft Company at Charlotte and by Bensen Aircraft Corporation's helicopter plant at Raleigh.

Missiles are manufactured in Florida by The Martin Company at Orlando, and Winder Aircraft Corporation at Lakeland produces helicopters. Light aircraft manufacturers are located at Miami (Florida Flight Engineering Corporation), Melbourne (Monocoupe Aircraft of Florida) and Fort Lauderdale (Riley Aircraft Corporation).

Western inland aircraft manufacturers are located in Colorado, Arizona and Utah. Missile plants are operated in Denver by The Martin Company and by Ramo-Wooldridge Corporation. Missiles are also produced in Boulder by Beechcraft & Development. Light planes are built in Colorado by Forney Industries and Silveraire Aircraft Corporation, both at Fort Collins.

Only prime aircraft contractor in Arizona is Goodyear Aircraft Corporation of Litchfield Park. Hughes Aircraft Company of Tucson produces missiles, and light planes are manufactured by Carma Manufacturing Company of Tucson. Utah's only manufacturer is Sperry Rand Corporation, which produces missiles at Salt Lake City.

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Oil: Power for Space (Continued from Page 26)

OIL INDUSTRY PAYROLL IN DALLAS

	Employees	Estimated 1958 Annual Payroll
Petroleum Products Manufacturing	2,800	\$ 13,440,000
Oil Production and Related Products	6,325	43,010,000
Petroleum Products Wholesale Trade	750	3,938,000
Petroleum Products Retail Trade	4,365	14,841,000
Oil Field Equipment Manufacturing	6,000	28,800,000
Oil Field Equipment Wholesale Trade	3,000	15,600,000
TOTAL	23,240	\$ 119,629,000
Total County Payroll	341,125	\$1,401,000,000
Percent of Total	6.8%	8.5%

*Figures compiled by Research Department, Dallas Chamber of Commerce.

oil and oil supply industry. The geographic and transportation advantages of Dallas in addition to its key position in the center of Mid-Continent oil activity have made it necessary for oil producers and others to effect operating economies. The result has been an even greater concentration of independent oil operators and others in Dallas.

The diversification of the oil industry in Dallas and the banking and commercial services available to the industry make a Dallas location even more attractive in a situation where some segments of the industry may be restricting operations more than they would under more expansive conditions.

During this year some Dallas based firms have been expanding their operations and major companies have expanded their facilities here. In late June, the Texas Company announced the establish-

ment of a production office here to occupy seven floors in the Continental Building. The renamed Texaco Building will house the offices of The Texas Company and include the production offices of the Seaboard Oil Company which was purchased by Texaco. The Tekoil Company, operating on the West Coast and in Canada and South America announced an expansion program in the Brook Hollow Industrial District. American Petrofina of Dallas took over the production properties of the Atlas Corporation of Tulsa and the Delhi-Taylor Oil Company of Dallas announced an agreement to explore 267,000 square miles of Australia. Oil and Gas Property Management of Dallas and Production Properties Inc. announced important acquisitions.

Thus Dallas continues to grow and diversify as a headquarters city for the oil industry.

J. Y. Schoonmaker Co.

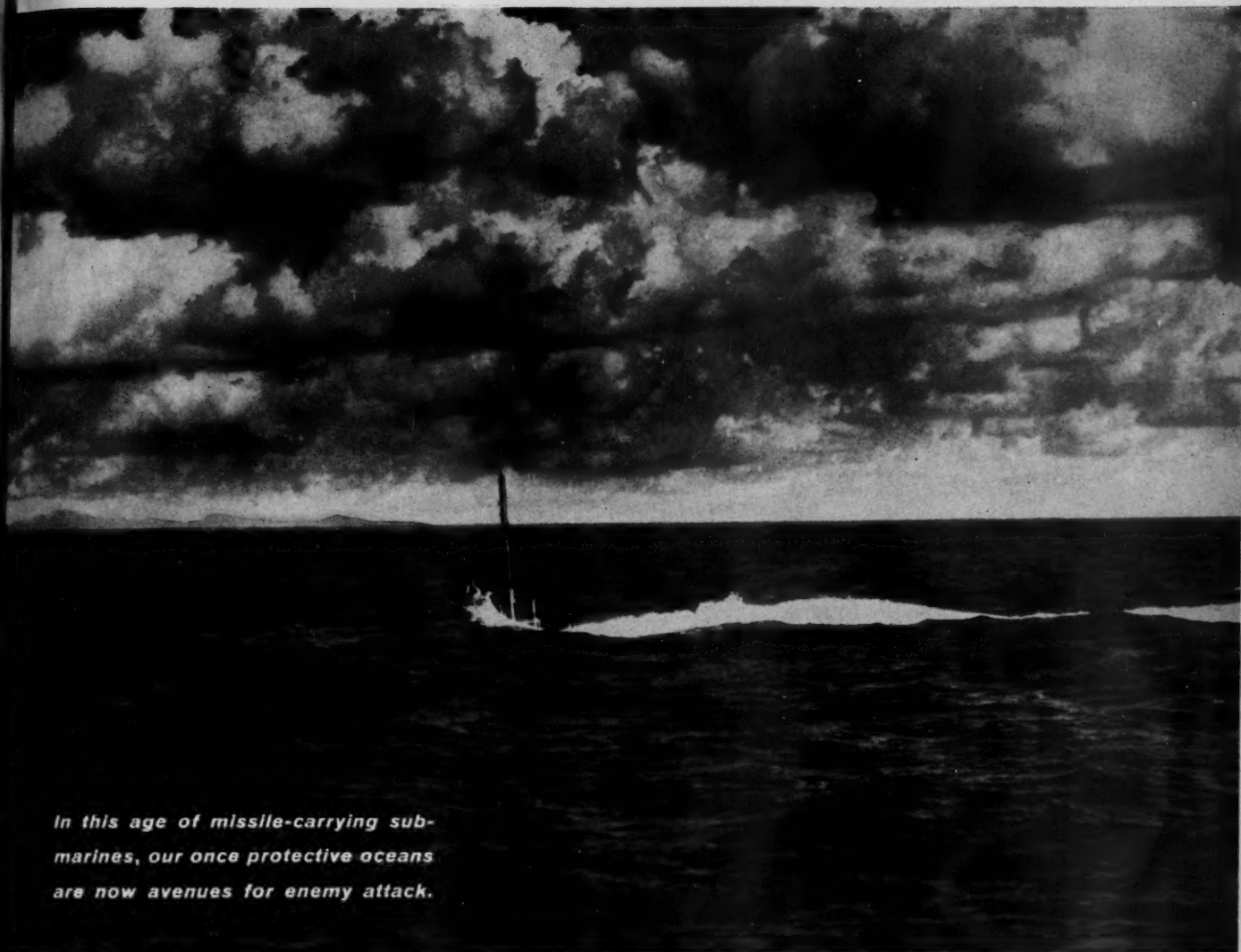
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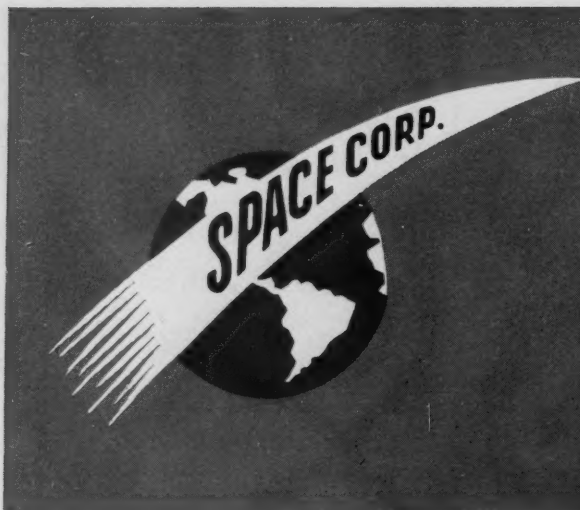
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Soap Box Derby Offers Racers Constructive Competition

Not even the hot summer sun could lessen the enthusiasm of the hundred boys as they lined up their home made racing cars on the temporary race course on Hampton Road for the 1958 Soap Box Derby last month.

Racers zoomed down the hill until finally, after various steps in elimination, one boy emerged as the Dallas champion. As a result, he raced again in the 21st All-American Soap Box Derby in Akron, Ohio, August 17.

A soap box competition usually runs for five or six hours and is the most unusual proving ground in the world says E. N. Cole, general manager of Chevrolet and vice-president of General Motors.

Local winners received local acclaim, trophies, and prizes. Top racer then has a chance in the All-American Soap Box Derby which awards winners with prizes which include college scholarships.

The basic principle of the Derby is to encourage a boy to build with his hands until the job is finished, and then to put

his product to test in fair competition with others. Participation in the Derby builds boys, makes for a better community, and demonstrates democracy at work.

Derby racers are divided into Class B for boys 11 and 12 years old, and Class A for boys from 13 to 15 years of age. Sponsors for the Derby the last two years have been the Dallas Chevrolet dealers with the Optimist Clubs of Dallas and the Dallas Times Herald.

Dallas Optimists are looking ahead and making plans to insure Dallas of having a Soap Box Derby every year. They have incorporated under the name of Dallas Optimists, Inc., for the purpose of conducting the annual Soap Box Derby in Dallas.

Dr. William B. Dean, chairman, said, in announcing the formation of the corporation, that their objectives include building and owning a ramp, plus other things necessary to make the Dallas Soap Box Derby an annual event.

All Derby activities were suspended

during World War II, and it was not until 1957 that a race was held again in Dallas. A list of some of the past local winners and national champions would read like a who's who in business.

Many of the boys who won prior to the war served in the Armed Forces. Most of them are now in business or professional work and still devote time to the promotion of the Soap Box Derby in their communities.

One enthusiastic Dallasite who has given much support to the Derby is Walter F. Albritton, general chairman of the 1958 event. Mr. Albritton worked closely with five boy builders this year and has been associated with the Soap Box competition for twenty years. He raced in his first home-made car in 1938.

"It takes a lot of people and a lot of work to get just one boy ready to race down a Derby hill," Mr. Albritton explains. "It requires the interest and the co-operation of dozens of adults. Multiply that by one hundred — and you can see why the Soap Box Derby is one of the most important projects a service or civic club can undertake."

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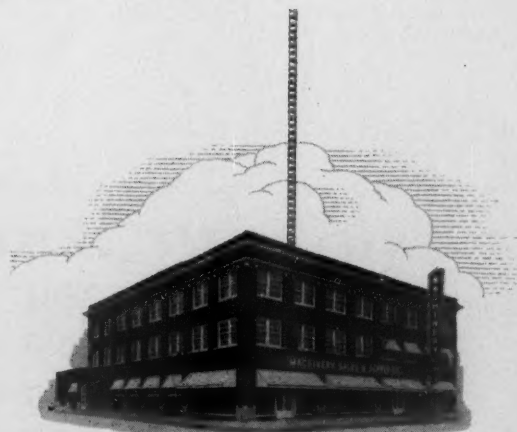
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DALLAS • AUGUST, 1958



"The House That Service Builts"

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1852 Caruth

Real Estate Investments

1869 Padgett Bros.
Company

Leather Goods —
Wholesale and Retail

1872 Dallas Transit
Company

Street Railway

1874 Bolanz &
W. C. (Dub) Miller

Real Estate and Insurance

1875 First National
Bank in Dallas

Banking

1874 Binyon-O'Keefe
Warehouse Co.

"Moving, Household Goods, and
Commercial Warehousing"

1879 Texlite, Inc.

Manufacturers of Porcelain Enamel
and Plastic Products for the
Sign and Building Industries

1884 The Dorsey
Company

Printers — Lithographers
Stationers — Office Furniture

1887 Buell & Company

Building Material
Distributors

1889 Austin Brothers
Steel Co.

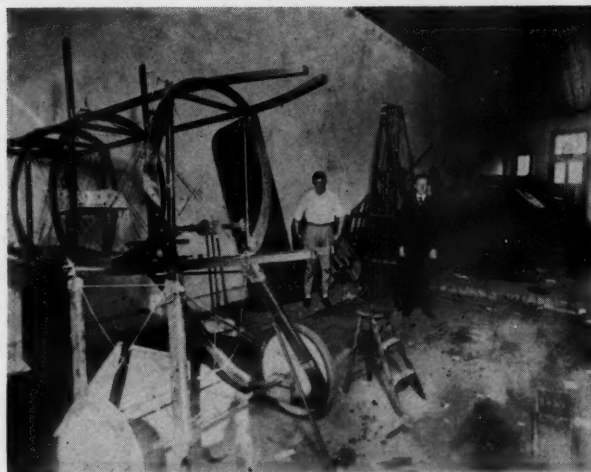
Steel for Structures of Every Kind

1892 The Egan
Company

Printing, Lithographing, and
Embossed Labels

1893 Fleming &
Sons, Inc.

Manufacturers — Paper
and Paper Products



THE interior of the old C. R. Smith Grocery Store, located at McKinney and Mastin (now St. Paul), provided space for what may have been the first airframe manufacturing and assembly plant in Dallas. The above 1916 photograph shows the shop set up by W. A. Southworth and Lester Miller to copy a pusher type Curtis plane. Southworth is shown in the rakish cap and business suit along with a young helper who later became a barnstorming flyer. The plane was completed in the spring of 1916 for a "customer's order" and is reported to have been sold for \$2,750. Twenty years earlier, in 1896, J. C. Weaver, an engineer, and C. H. Briggs, a supply dealer, started the present business of Briggs-Weaver Machinery Co. with two carloads of stock, pipe fittings and general supplies. The firm expanded rapidly in their first location at Austin and Main and later moved to a three story building on Market Street. C. H. Briggs remained as president until his death in 1908 when J. C. Weaver was elected to the post which he held until his death in 1922. In 1946 Ashley DeWitt became vice-president and general manager of the firm and serves today as its president. In June of 1949 the firm moved to a new plant at its present location, 5000 Hines Boulevard. Now in its sixty-second year, Briggs-Weaver Machinery Company is one of the South's largest industrial supply and equipment organizations. Among its best customers are top firms in the aircraft industry which has become Dallas' largest industrial payroll. Their plants covering acres of ground contrast sharply with humble origins reflected in the grocery store shop above.

Business Confidence Built on Years of Service

Old firms like old friends demonstrate their worth by dependable service through long periods of prosperity and adversity. The Dallas business pioneers listed on this page have progressed with the city they have helped to build. Their long and successful operations point up to the economic power and stability of the community. They are counted as "old friends" by thousands of satisfied customers in the Dallas Southwest.

Established

1893 Sparkman-Brand
Inc. Morticians

Originally, Loudermilk,
Broussard and Miller

1896 Briggs-Weaver
Machinery Co.

Industrial Machinery
and Supplies

1899 Seay & Hall

All Lines of Insurance

1898 Etheridge
Printing Company

Printing, Lithographing, Engraving,
Office Supplies

1900 John Deere
Plow Company

Agricultural Implements

1900 The Murray Co.
of Texas, Inc.

Carver Cotton Gin Division 1807
Boston Gear Works Division 1880
Industrial Supply Division 1907

1903 Smith's Detective
Agency

Burglar Alarm, Fire Alarm
Radio Patrol Service

1904 T. A. Manning
& Sons

Insurance Managers
Fire — Casualty

1905 Rubenstein &
Sons, Inc.


Gulf Princess, Ready To Fry
Breaded Shrimp
Lady Rite Shelled Pecans

1911 W. W. Overton
& Co.

Investments

1912 Stewart Office
Supply Company

Stationers — Office Outfitters



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HARLINGEN • HOUSTON
LONGVIEW • LUBBOCK
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ANTONIO • SHERMAN • TYLER
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DALLAS • AUGUST, 1958



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MERCANTILE NATIONAL BANK

DALLAS, TEXAS

